New-York Daily Times.

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ARRIVAL OF THE ASIA.

THE ATLANTIC TELEGRAPH.

Official Report to the Board of Directors.

FUTURE PLANS UNDER DISCUSSION.

The Directors Sitting in Permanence.

The Steamship *Asia* arrived early yesterday morning from Liverpool. She brings the usual freight of the Steamer, but the full time of papers, received by her, which failed to reach us by the Pacific steamer, contain important intelligence in relation to the Atlantic Telegraph.

The *Asia* brings 60 cabin passengers. Among the passengers are HAN SARMIENTO and his new Prima Donna, Signora RAMOS. Also, Signor ROSSINI, with his opera ballet troupe, consisting of twenty four persons, among whom is the celebrated dancers, Mademoiselle LAMOUREUX.

A full meeting of the Directors of the Atlantic Telegraph Company, convened in London on the 19th of August. The Engineer of the Company submitted a full report of the operations on board the frigate *Niagara* during the paying out process.

The London *Times* of the 20th introduces its report by the remark:

"In our columns, yesterday, will be found a brief announcement of the circumstances attending the final submersion of the cable on the 5th inst., and it is now in our power to give the full particulars connected with the successful completion of the great work."

Commencing on Tuesday, the 4th, in the evening of the last, the paying out of the cable from the *Niagara* proceeded most satisfactorily until immediately before the midday.

At the junction between the shore and the smaller cable, about eight miles from the steering point, it was necessary to stop to remove the splice. This was successfully effected, and the end of the heavier cable lowered by a hawser until it reached the bottom, perhaps being attached at a short distance apart to mark the place of safety.

By noon of the 5th we had paid out 42 miles of cable, including the heavy piece, and our 8 o'clock position was then being taken, 51° 31' 30" N., long. 10° 15' W., and the telegraph in course according to the arrangements by the Captains named was regularly followed, as follows:

At 9 P. M. on that day the engineer of the cable had the satisfaction of hearing by the power necessary to work the galvanometer, that the cable is safe to Valentia (from the speed of the ship), but, as the wind decreased, it was necessary, to place some further reliance upon it by applying the current to the faintest deflection with the paying out sheaves, until this was gradually and confidently increased from time to time as occasion of the event, completed with that of the vessel, and the depth of the soundings showed the usual quotient.

By midnight 30 miles had been safely laid; the depth of water being little more than 600 fathoms.

At 4 o'clock in the morning of the 6th, we had declared the first cable on the west part of the ship, having paid out 70 miles. The velocity of the ship becoming decidedly increased, was safely moored.

The steamer had laid 136 miles of cable, the *Niagara* having received one of 21° 30' N., long. 12° 30' W., and the depth of water having increased to 900 fathoms.

On the evening the speed of the vessel was raised for five hours per hour. I had previously been down the cable to trim gives, to view knots for the report of the day, and two for the library and assist the stores, wishing to get the men and machinery well at work prior to Mr. Glass having arrived which I had anticipated yesterday.

By midnight 180 miles were laid.

At 4 o'clock in the morning of the 7th, the depth of water began to increase rapidly from 900 fathoms to 1,700 in a distance of eight miles. Up to this time 7 cwt. sheave sufficed to keep the rate of the cable sufficiently slow enough to that of the ship; but as the water deepened the proportionate speed of the cable advanced, and it was necessary to augment the pressure by 2 cwts until in the depth of 1,700 fathoms, the dynamometer showed a strain of 15 cwts., while the cable and ship were running 5½ and 6 knots respectively.

At noon on the 10th we had paid out 335 miles of cable, the vessel having made 218 miles from shore during them in lat. 51° 27' 30" N., long. 15° 01' 15" W. At this time we experienced an increasing swell, followed later in the day by a strong breeze.

From this period, having reached 2,000 fathoms water, it was necessary to increase the strain to 18 cwts, by which the rate of the cable was maintained in due proportion to that of the ship.

At 6 in the evening some difficulty arose through the cable getting out of the sheaves of the paying-out machinery, owing to the bar and pitch hardening in the grooves, and a notice of large dimensions passing over them. This was rectified by fixing additional guides and lubricating the rar with oil.

It was necessary to bring up the ship, holding the cable by stoppers until it was again properly disposed amongst the pulleys. Some importance is due to this event, as showing that it is possible to lie to in deep water without continuing to pay out the cable—a point upon which doubts have been frequently expressed.

Shortly after this the speed of the cable gained considerably upon that of the ship, and up to 9 o'clock, while the rate of the latter was about 6 knots by the log, the cable was running out from 6½ to 6¾ knots per hour. The strain was then raised to 20 cwts., but, the wind and sea increasing, and a current on the same time carrying the cable at an angle from the direct line of the ship's course, it was not found sufficient to check the cable, which rose at midnight making 3¼ knots above the speed of the ship, and sometimes impeding the motion of the coiling in the hold. The retarding force was therefore increased at 9 o'clock to an amount equivalent to 30 cwt., and then again to an increase of the speed of coiling to be at one time it would have been found necessary to lie to. By this the rate of the cable was brought to ten miles per hour, at which it continued steadily until 6:45, when it ceased, the length paid out at that time being 385 miles.

I had, up to this time, attended personally to the regulation of the machinery, but finding that all was going on well, and that it being necessary that I should be temporarily away from the machines to ascertain the fate of the ship, and to see how the cable was coming out of the hold, and also to visit the electricians, the master was for the moment left in charge of a mechanic who had been engaged from the start in the construction and fitting, and was acquainted with its operation.

I was proceeding to the fore part of the ship when I heard the machine stop; I immediately called out to ease the break and reverse the engine of the ship, but when I reached the spot the cable was broken.

On examining the machine, which was otherwise in perfect order, I found that the breaks had not been released, and to this or to the handwheel of the break being turned the wrong way may be attributed the stoppage, and the consequent fracture of the cable. When the rate of the wheels grew slower as the ship dropped her stern in the swell, the break should have been eased; this had been done regularly before whenever an unusually sudden descent of the ship temporarily withdrew the pressure from the cable in the water; but, owing to our entering the deep water the previous morning, and having all hands ready for any emergency that might occur there, the chief part of my staff had been compelled to give to all night through sheer exhaustion, and having been relieved at 4 A. M., I was obliged for the time to leave the machine without, as it proves, sufficient hands for the service of it.

I presume as long as the same question it will be needful, from the novelty and unique nature of the work, to have three separate pieces of staff, and to employ, for the sake of the machinery, a higher degree of mechanical skill.

The origin of the accident was no doubt the amount of retarding strain put upon the cable, but had the machine been properly manipulated at the time it could not possibly have taken place.

It has been suggested as a cause of the failure that the machinery is too massive and cumbrous. My experience of its action teaches otherwise; for three days in shallow and deep water as well as in rapid transition from one to the other, nothing could be more perfect than its working, and since it performed its duty so smoothly and efficiently in the greatest depths, where the weight of the cable had less ability to overcome its friction and resistance, it can scarcely be said to be too heavy for deep water, where it was necessary for the increased weight of cable to retain its rapid motion by applying to it a considerable degree of additional friction. In my opinion the machines or machine, and all parts worked well together. How it can be improved by a modification in the form of sheave, by an addition to the arrangement for adjusting the breaks and some other slight alterations; but with proper management, without any change whatever, I am confident that the whole length of cable might have been safely laid, as it must be remembered, as a test of the work which it has done, that, unfortunate as this termination to the expedition is, the longest length of cable ever laid has been paid out by it, and that in the deepest water yet passed over.

All of the accidents had occurred previously were to me by Lieutenant DARRAH, and the depth found to be 2,000 fathoms.

It will be remembered that some importance was attached to the cable in the Niagara from the circumstance that it was considered to afford a favorable opportunity to solve that overwhelming question the true rate of speed at which the electric fluid is transmitted through a submarine cable. The solution of this question, has been committed to the charge of sub-committees appointed for the purpose to report to the general Board.

The Directors will sit in permanence till their future plans have been fully discussed and determined on.

The appeal of the directors to the commanders of the several ships composing the Atlantic Telegraph Squadron to come forward and aid the undertaking at this juncture with their advice and experience has been cordially responded to, and the following officers have arrived in town, and will be in consultation with the directors to-morrow: Captain MANNERS, Her Majesty's ship *Leopard*, Captain BATE, United States frigate *Susquehanna*, Captain HUDSON, United States frigate *Niagara*, Master Commander NOBLE, Her Majesty's ship *Agamemnon*, and Lieutenant Commander DARRAH, Her Majesty's ship *Gorgon*.

Satisfactory information has already been obtained to show clearly that the present check to the progress of the work, however mortifying, has been purely the result of an accident, and is in no way due to any obstacle in the form of the cable, nor of any natural difficulty, nor of any experience that will in the future affect in the slightest degree the entire success of the enterprise. The only sudden declivity of any serious magnitude (from 410 fathoms to 1,700 fathoms) had been safely overcome, the beautiful flexibility of the cable having rendered it capable of adapting itself, without strain, to circumstances which would probably have been its ruin had it been more rigidly constructed. The combined pressure of the low temperature of the water, and the compression of the pores of the insulating medium had, practically shows that the action of a telegraphic cable, so far from being impaired, is materially improved by being sunk in deep water. These and all other circumstances which have been brought out by the recent expedition have made more and more cheering and certain the prospect of complete success on the next occasion."

Eight or ten days would elapse before the various matters of detail referred to Sub-Committees could be reported upon to the General Board and, until the expiration of that period nothing would be known as to future proceedings.

EFFECT OF THE FAILURE.

From the Morning Chronicle, Aug. 21.

So far as the narrative of a severe disappointment can be satisfactory, the public will read with satisfaction the report published in our columns yesterday respecting the accident to the Atlantic Telegraph cable. The hopes we had entertained of linking the Old and New World together by a chain of telegraphic communication have indeed been frustrated. Elaborate and costly preparations are to some extent wasted, and the completion of the work is postponed, perhaps, an entire year. On the other hand, much valuable experience has been gained; and the misfortune shown to have arisen solely not only from a complete accident, but one against whose recurrence it is easy to provide. The worst that can be said of the casualty is, that it is provoking, as causing delay and adding to expense. With regard to the ultimate success of the undertaking, the occurrence is in no way discouraging, but rather the reverse.

From Mr. BRIGHT'S well-written account, we learn that every description of obstacle to which the enterprise was liable, had been met and overcome. The cable, as he states, "has been laid at the expected rate in the great depths, its electrical working through the entire length has been most satisfactorily accomplished, while the portion laid had actually improved in efficiency by being submerged, from the low temperature of the water and the close compression of the texture of the gutta percha." The process, however, was carried on with little interruption from the condition of wind or wave. Though the sea was heavy, almost from the outset, it was found practicable to continue paying out the cable; and though the accident which stopped proceedings arose primarily *from the state of the weather*, it was immediately occasioned by a piece of clumsiness in the manipulation, which will be carefully avoided when the undertaking is resumed. Success is now shown not to depend upon the rare fortune of finding a fortnight's calm weather on the Atlantic contemporaneously with the execution of the work. Any moderate pale will produce no serious impediment, provided the management of every part of the operation is confided to assistants possessing an adequate amount of mechanical skill.

Before returning from the frustrated expedition an opportunity was taken of testing by trial the possibility of accomplishing in mid-ocean the delicate operation of joining the two ends of the divided cable. When the line was half laid down, as our readers know, the coils on board the *Niagara* would be exhausted, and the remainder furnished from her consort, the *Agamemnon*. The problem whether a safe junction could be effected between the end of one section and the beginning of the other while paying out in deep water was one of no small importance. The preparations made for that purpose were considered simple. But in a case like this nothing is so satisfactory as an actual trial, and this was performed with complete success. The two ends on board the *Niagara* and *Agamemnon* respectively were joined together, and the splice let down to the bottom into soundings of 2,000 fathoms during a heavy sea. Some miles of the spliced cable were afterwards payed out from each vessel without difficulty.

The Directors of the Company, after fully investigating the occurrence, have issued a report in which they hold out sanguine expectations of future success. "Sufficient information," they say, "has already been obtained to show clearly that the present check to the progress of the work, however mortifying, has been purely the result of an accident, and is in no way due to any obstacle in the form of the cable, nor of any natural difficulty, nor of any experience that will in the future affect in the slightest degree the entire success of the enterprise. The only sudden declivity of any serious magnitude (from 410 fathoms to 1,700 fathoms) had been safely overcome, the beautiful flexibility of the cable having rendered it capable of adapting itself, without strain, to circumstances which would probably have been its ruin had it been more rigidly constructed. The combined pressure of the low temperature of the water, and the compression of the pores of the insulating medium had practically shown that the action of a telegraphic cable, so far from being impaired, is materially improved by being sunk in deep water. These and all other circumstances which have been brought out by the recent expedition have made more and more cheering and certain the prospect of complete success on the next occasion."

LATEST INTELLIGENCE

By Telegraph to the N. Y. Daily Times.

Magnetic Telegraph Co.'s Office—49 Wall-st. and 181 Broadway.

FROM WASHINGTON.

Instructions to our Minister to Venezuela—The New-Granada Negotiations—Important Army Orders—Exploration of the River Colorado, &c.

Special Dispatch to the New-York Daily Times.

WASHINGTON, Thursday, Sept. 3.

Mr. ADAMS, our Minister to Venezuela, received his instructions to-day in reference to the Bird Island affair. They are of a peremptory character. He will leave in a few days.

Our New-Granada negotiations are almost brought to a close. The Convention stipulates for no cession of territory, but the privilege of a naval depôt is reserved.

The Treasury Department issued a draft to-day in favor of the State of Maryland for $270,000, being the interest due on moneys advanced during the War of 1812.

JOHN MITCHEL passed through Washington to-day on his way to New-York, to make arrangements for establishing his new paper, the *Southern Citizen*, at Knoxville, Tenn.

The General Order was issued to-day, assigning Col. A. S. JOHNSTON, of the Second United States Cavalry, to the command of the Army in Utah, in place of General HARNEY, which I communicated to the Times over a month ago. UNO.

[FROM OUR REGULAR CORRESPONDENT.]

WASHINGTON, Thursday, Sept. 3.

The War Department has issued an order to the following effect:

It being deemed inadvisable to detach Kansas Brigadier-General HARNEY from service in Kansas Col. A. SUMNER, of the 1st Cavalry, is assigned to the command of the Utah expedition, and will proceed to join the same without delay.

As Colonel SUMNER, of the First Cavalry, may be daily expected with his column of horse and foot, General HARNEY will, in anticipation, dispatch six companies of the Second Dragoons to escort the civil officers to Utah on their mission, and remain attached to the command of Colonel JOHNSTON. The companies so detached will, if possible, be carried to at least sixty privates each, by transfers from the remaining companies.

The Staff Department will supply all the wants of these troops, as well as the wants of other portions of the Utah Expedition, that may be remaining behind.

Brevet Major FONERS, Assistant Adjutant General, with temporary rank, has left for New-York, en route for Fort Leavenworth.

Count MONTHELAS having transmitted to the State Department, through Mr. VROOM, our Minister at Berlin, a note asking an explanation of the opinion given by Attorney-General CUSHING in October last, on the right of an American citizen to expatriate himself, Attorney-General BLACK says the specified case is that of JULIUS ANTHEE, a native of Bavaria, who came to this country, and after being naturalized returned to Bavaria. His effort to recover his status seems to be impeded by a doubt which the authorities entertain on the question, whether he can throw off his allegiance to the United States, and if so, in what manner it can be done. Judge BLACK says there is no statute of the United States which prevents either a native or naturalized citizen from severing his political connection with the Government if he sees proper to do so, in time of peace, and for a purpose not directly injurious to the interests of the country. The fact of renunciation is to be established like other facts for which there is no prescribed form of proof, by any evidence which will convince the judgment. An oath of abjuration, as a test of his sincerity, or as a necessary part of his title to the future protection of the Bavarian Government, may be demanded. Whatever satisfies them ought to satisfy us, since, in all similar cases, we prescribe our own rules for the admission of Bavarian subjects as citizens of the United States.

The following persons have received appointments as the scientific party attached to the Expedition under the command of Lieut. IVES, for the exploration of the Colorado River:

Dr. J. S. NEWBERRY, of Ohio, Physician and Geologist.

C. B. MOLLHAUSEN, of Prussia, Naturalist.

F. W. EGLOFFSTEIN, of the District of Columbia, Artist and Topographer.

PAUL H. TAYLOR, of Richmond, and CHARLES BOCKEE, of Hampton, Va., Assistant Surveyors.

Mr. MOLLHAUSEN is a pupil of Baron HUMBOLDT, and was appointed to the expedition at the earnest solicitation (transmitted to the Secretary of War through the Prussian Minister) of the *distinguished savant, who has done so much himself, in former days*, towards the development of the natural history of our continent.

Lieut. IVES, with a portion of the command, will leave for San Francisco in the steamer of the 5th ultimo, and proceed at once to the Gulf of California, to commence operations.

From Albany.

LOCATION OF QUARANTINE—DEPARTURE OF THE GOVERNOR — LIEUTENANT-GOVERNOR AND COMPTROLLER FOR NEW-YORK—MEETING OF THE CANAL BOARD.

ALBANY, Wednesday, Sept. 2.

Gov. KING left here for New-York to-day, and the Lieutenant-Governor and Comptroller go down to-night, to meet the Commissioners of Emigration at the Astor House, and to-morrow morning, with the Quarantine Commissioners, they all proceed to Seguine's Point, to make an examination prior to a discussion as to the final location of Quarantine.

The Canal Board met again to-day. Present, the full Board, except Commissioner SEMMELL.

Resolutions were adopted for abandoning the present plan for the improvement of Black River, and getting with the contractors.

The plan for the extension of the Genesee Valley Canal, under the law passed last Winter, was approved, and the work ordered.

Auditor BARTOW presented a communication relative to the conduct of a collector of canal tolls at the City of New-York; also, a communication respecting the law passed last Winter, enlarging the powers of the Contracting Board, and transferring to the said Board the power to appoint engineers, previously exercised by the Canal Board. The Auditor takes the position that the act authorizes the Contracting Board to appoint three division engineers, and so many resident engineers as there may be sub-divisions on the canals, and as many assistants as are necessary; that the Board, on the 18th of last March, adopted a resolution continuing in office for the time all Engineers then on the canals; that this resolution was equivalent to appointment, and exhausted the limited power conferred on the Board by the act in question, and that the Board has no further power to appoint or appoint. The Auditor therefore refuses to receive the bonds we pay the accounts of any Engineers appointed by the Contracting Board, and states that he has obtained the opinion of eminent counsel in support of the position he has taken.

CHARLES J. MORRIS, Collector of Canal Tolls at New-York City, was on motion, removed from office, and Isaac HUNT appointed in his place.

The Board adjourned till Thursday, Sept. 10.

The Contracting Board met to-day, but made no removals and adjourned to meet at Syracuse, Sept. 16. The business done was only of private interest.

WILLIAM B. WILLIAMS, a prisoner in the Kossing *Sentinel* Office, cut his throat last night. He is still living, but there is only a slight hope of his recovery. The cause of the attempt was correspondence from being subject to epileptic fits.

The Great Trotting Exhibition.

SARATOGA, N. Y., Thursday, Sept. 3.

The exhibition to-day has been attended with the largest deal of interest. The assemblage upon the course was about the same as yesterday. Nine fire companies entered the contest for the premiums on distance, with the following results:

First Class—"Franklin," of Geneva, first premium, paid, played 190 feet 11 inches.

Second Class—"Young America," No. 4, of Elmira, first premium, played 170 feet 4 inches.

Third Class—"Mutual," No. 51, of New-York, first premium, played 112 feet 4 inches.

To-morrow several additional companies will be present for the trials on quantity.

The firemen's parade and review and the torchlight procession will also take place to-morrow.

The United States Agricultural Society Exhibition.

LOUISVILLE, Thursday, Sept. 3.

The Amphitheatre of the Exhibition was crowded with horses. A majority of the premiums on saddle, carriage and matched horses were awarded to Kentucky.

Vice President BRECKINRIDGE and many other distinguished persons were present.

Premiums to the patentees of the Mowers and Reapers committed at Syracuse last July will be awarded to-morrow.

The weather has been delightful and the display fine. The contribution of Agricultural Machines was quite large, and the visitors more numerous than ever.

Accident on the New-Haven Railroad.

SPRINGFIELD, Mass., Thursday, Sept. 3.

The morning express train from New-York ran off the track, to-day, between Warren and Palmer. The accident was caused by the displacement of a switch. The engine, tender and two baggage cars were off. None of the passengers were hurt. No one was injured, but the train was delayed four hours. The track is now in perfect order. The afternoon train from Boston arrived here on time.

News by the Southern Mail.

WASHINGTON, Thursday, Sept. 3.

Southern papers from all points, as late as due, have been received.

In Louisiana there were continued rains, and fears of serious injury to the cotton crop.

There were general complaints of the irregularity of the mails throughout the South.

The Charleston *Courier* says that two bales of new Cotton, rated at good middling, were sold at 17c. 2d. for shipment to New-York.

From Philadelphia.

PARADE OF COLORED ODD-FELLOWS—SUICIDE OF AMOS CLEMSON.

PHILADELPHIA, Thursday, Sept. 3.

The colored Odd-Fellows made a highly imposing parade to-day, on the occasion of laying the corner-stone for their new Hall. Lodges were present from New-York City, Harrisburg, Reading, Newark, Camden and all the neighboring towns. About a thousand people altogether.

AMOS CLEMSON, the well-known leader of the Gap outlaws, hung himself in the Eastern Penitentiary this morning. He was convicted of receiving stolen goods in Lancaster County two months since.

Fire at Fall River.

FALL RIVER, Thursday, Sept. 3.

A portion of Pocasset Block on Main-street, owned by *Major BOWEN*, was destroyed by fire this morning. Loss, $10,000. HEZEKIAH BUCKLIN was killed by the falling of a wall.

The Railroad Convention.

THIRD DAY'S PROCEEDINGS.

The Railroad Convention met again yesterday morning at the same place, No. 351 Broadway. There was a larger attendance than on either of the previous days. The Business Committee reported the following proceedings as the order of the day:

1. Appointment of a Committee on Finance and Correspondence.

[Messrs. J. F. HEILNER, A. L. HOLLEY, and E. F. SMITH were subsequently appointed such Committee by the Chair.]

2. Mr. HOAGLAND, to explain the model of a new Piston.

3. A gentleman (name not given) to read a paper on wrought-iron Car Wheels.

4. Mr. BOARDMAN, to explain the peculiarities of his Boiler.

5. Mr. COLBURN—a paper on Axle tests.

6. Mr. FISHER—to exhibit Leonard's Dynamometer.

7. Mr. STARBUCK—to explain Waterman's Car Spring.

8. Mr. HENDRICK, on Wood's Switch.

9. Mr. BECKWITH, on his Car Couplings.

10. Mr. TAYLOR'S sheet-iron Car.

These subjects were then taken up in order.

Mr. HOAGLAND exhibited the model of his improved piston, explained its peculiarities, and read a letter highly commending it from the Superintendent of Machinery on the Delaware and Lackawanna Railroad.

The gentleman who was to read the paper on wrought iron car wheels not being present, Mr. BOARDMAN produced the model of a new boiler for locomotives. He reckoned, among its other advantages, the placing of the tubing out of the intense heat of the fire-box.

Mr. Hudson, of Paterson, was sceptical as to the merits of Mr. BOARDMAN'S fire-box, and raised numerous objections. A long discussion ensued between Mr. BOARDMAN and Mr. HUDSON in consequence.

Mr. BRADBURN was introduced to the meeting for the purpose of explaining the peculiarities of the Delano grate. Fuel, he said, is introduced from the under side of the fire; the gases, after being eliminated, having to pass through the incandescent mass above, are consumed; the grates are kept open and free, and the fire door is kept continually closed. It can be applied to ordinary engines at a small expense. About fifteen engines with this grate attached are now running on the different roads of the Union.

Mr. ZERAH COLBURN read a paper written by Mr. A. ROBERTS, of Philadelphia, on the proper mode of testing axles. The writer recommended the transverse, the torsional and the percussive strains on axles, but argued that the simple transverse strain was the principal one.

This paper gave rise to an animated discussion about axles. Mr. HUDSON being the principal speaker. Mr. JOSHUA L. BROWN, of Mott Haven, explained the peculiarities of a new description of car-wheel designed to protect the axle. Mr. SPENCE strongly urged the claims of cast steel axles. He would warrant them to last 100 years. Mr. HUDSON did not think they would last 100 years.

After some debate as to the time of adjournment, during which Mr. HUDSON treated every gentleman would stop to give his facts and opinions, resolutions, conveying the thanks of the Convention to the American Institute for the use of their rooms, were offered, seconded, and carried unanimously. A letter and a bundle of tracts having been received from Philadelphia, on the observances of the Sabbath, and recommending Directors of Railroads not to run trains on that day, was, on vote, referred to the Board of Managers. The meeting then adjourned to take dinner, and met again when that agreeable meal had been discussed.

At the afternoon session, the President, Mr. JACKSON, was unavoidably absent, and Mr. A. S. SWEET, one of the Vice-Presidents, took the Chair. Mr. WILSON exhibited a model of WOOD'S switch, the object of which, he said, was to prevent the cars from leaving the track, in case the switch is set or left wrong. It is now in operation on the Newark Road.

Mr. HUDSON thought there was nothing new about the invention.

It was generally agreed to by the members, to consider and report upon:

Mr. LE GRAND ARMSTRONG exhibited a steam-gauge which he recommended, for its simplicity, great strength, durability and safety in cases of collision. The great danger in cases of collision is, was from splinters,—there could be no splinters from an iron one. It would be only half the weight of the present wooden frames.

Mr. HAYES said that he had built several iron cars, which were now running on the Baltimore and Ohio Railroad, and he found nothing new in the model before him.

Mr. FERRY exhibited a patent safety-beam, invented in France, designed to counteract the case of greater fire, the cost of erection, the preservation of rolling stock, and the evil of shocking the nerv-houses.

Mr. BURDETT exhibited sketches and drawings for use on the approach of the Upton plunge. It was referred to the Committee.

Mr. BUCKMASTER produced a model of a self-acting coupling for cars, which would obviate the necessity of one person entering the space occupied in drawing trains; also the power developed in the application of the locomotive.

The meeting then adjourned to Saturday morning. There were present a large number of ladies and gentlemen, among whom were Gov. HUNTER and Mr. MORRIS, ex-Governor of Pennsylvania, who were frequent and principal speakers. After some other business of no public importance, the Association adjourned sine die, with the understanding, however, that at the next meeting should be held sometime in October or November. It is an Association likely to have a very beneficial effect on railroads. The idea and execution of projecting it belong to Messrs. HOLLEY and COLBURN.

The Mrs. Cunningham Habeas Corpus.

SUPREME COURT—Special Term.

Before Judge Peabody.

In the matter of the petition of Emma A. Burdell (Cunningham) for a writ of Habeas Corpus.

The case of Mrs. Cunningham came before the Court by virtue of a writ of habeas corpus, asking to be discharged from imprisonment or admitted to bail, was continued yesterday, when the District-Attorney closed his argument, which was an amplification of the following points:

I. The Court of General Sessions of the Peace as a Court of Record—not a Magistrate—having jurisdiction of the motion to bail, founded upon this same commitment—made by this same party—based upon affects in the same proof now offered with the exception, decided and adjudged that the offence of the prisoner is not bailable. That decision of the Court of Oyer and Terminer. [Matter of Da Costa and Parker, People ex. rel. Orser, 19 How., 530. Same case before Judge Whiting, 3 Abbott, R. 346, note.] It cannot be said his want of counsel can be pleaded at a future period.

The offence was therefore held not bailable and the instructed words in the following section of the habeas corpus statute now apply (Sec. 33, p. 561, R. S., 4 Ed.): "The Court, or officer before whom such party shall be brought, shall proceed to discharge such party to bail [if the case be bailable and good bail be offered; or if not, shall forthwith remand such party."

II. Offences are bailable or not from their legal character or from their relation to circumstances. Of the former nature are certain contempts, &c. All criminal accusations are of the latter.

The circumstances of guilt were an eye-witnessing on the depositions, that the magistrate (Judge Daly) and the Court of Sessions successively refused bail, and these circumstances up to the hearing seem to be wise altered.

The rule laid down in ex parte Taylor, 6 Cowen, 39 is: "If there be not conclusive proofs of the guilt of a prisoner charged with committing a felony, he ought not to be bailed, even by Supreme Court."

This rule adopted by the Court, not by a Judge, has been followed in all the cases of felony, and there are none to the reverse. We may cite People ex. Lohman (2 Barb., 450) and People ex. Bates (16 How., 401).

This law is cited and approved by Nicholas HILL, Esq., in his learned Essay on Habeas Corpus, 6 State, 612.

Taylor's crime was a felony punishable by seven years State Prison, but the accused is one punishable by ten years.

III. Excluding the evidence of the State whereone per se, and in the language of Mr. Justice Daly, "open in the light to which Mr. Howard proceeded not cited, it was the duty of the committing magistrate to commit her." The testimony regarding the guilt-proofs given by Dr. Cocks and Mrs. Barnes, witnesses originally in prisoner's interest, with prisoner's own prior declarations of marriage, pregnancy and prospective remedy, make out a case of guilt on which no reasonable doubt can be pretended. When the other evidences are superseding, the conclusions of guilt are irresistible until converted by facts.

IV. But it is said the facts do not constitute a crime within the statute.

It is said the word "produce" is not fulfilled.

This word is manifestly but to exhibit as the foundation of a claim to hatreding, and the production or exhibition may be by notes as well as by words. If the ship is a necessary legal incident to the production or exhibition. The statute says, "any person who shall produce," &c., "falsely pretending it to have been born," &c. Therefore a manner to dead persons might possess a child and falsely pretend:

1. That those dead persons were lawfully married in their lifetime.

2. That this child was their lawful issue.

And if there was real estate to be inherited, and lawful heirs elsewhere, this would be such a felonious clouding of inheritance as to bring the case under this statute.

The intent to intercept the inheritance would be logically and legally directly inferred from such extraordinary pretences.

The following are instances of the word "produce" being used in literature:

"Boyet, you can 'produce' acquaintances."

[Princess to King of Navarre—Love's Labor Lost. Act 2, Scene 1.

"I did my love, but both am to 'produce,'
So bad an instrument; his name is Pardon."

[Diana to King—All's Well that Ends Well, Act 5, Scene 3.

"'Produce' the grand sum of his sins, the articles
Collected from his life."

[Surrey to Norfolk—Henry 8th, Act 3, Sc. 2.

"No, what I should deny
(As this I would; although I now did 'produce'
My very character),"

[Edward to Gloster—King Lear, Act 3, Sc. 1.

"Wretched though I seem,
I can 'produce' a champion that will prove
What is avouched here."

[Kegar to Albany—King Lear, act 5, sc. 1.

"'Produce' the bodies, be they alive or dead."

[Albany to Edmund—Lear, act 5, sc. 3.

"Then, 'produce' your credentials."

[Hubert to Arthur—King John, act 4, sc. 1.

"A will that bars the title of thy son."

"To bring forward; to offer to view; to offer unto notice; to exhibit to the public." [Webster's Dictionary.

"'Production is whatever results from an effort, mental or physical." [Crabbe's synonyms.

V. Nor is marriage material.

If there be presence of marriage, or claim to it accompanying the presence of birth, the crime is consummate, for the guilt is not one of fact but of pretence—of an accused's own note. All false pretences, no matter how impossible in fact, if not on the face absurd, are indictable when made under statute.

Here the pretence of marriage is accompanied by avowed ceremony on the part of the accused.

The Surrogate's decision in no wise affects, therefore, the criminal proceeding:

1. Because it can in no way bind other Courts.

2. If it could, the pretence of marriage, and not the fact, is the substance.

When the District-Attorney had concluded, Mr. Smith stated that his closing argument would not occupy one more hour's time. He then made an ineffectual attempt to obtain for his client a release from her present close confinement, and the case was then adjourned until 1½ P. M. to-day.

From Havana.

The *Illinois* brings news from Havana to Aug. 29.

The *Diario*, of the 28th August, expresses great confidence that most of the new discredited stocks in that market, will eventually revive and vindicate their character. "Not a few," it says, "when the now not distant moment shall come in which the market shall recover its natural equilibrium, will regret that they sold at a loss, or neglected the opportunity of buying at an advantage." And there does, in fact, seem to be a healthier feeling in Havana in regard to financial matters.

We notice with pleasure that the passengers of the *Illinois*, who were saved by the Spanish war-steamer *Leza*, have presented a sword to Don EDWARD ROVIRA, Commander of said steamer. Any exchange of good offices and good feeling between Americans and Spaniards is worth noting in these days.

By the *Diario* of the 28th August, we find in regard to Sugars at Havana, no transactions in white, or the higher qualities of brown. No Muscovado on the market. Quotations of inferior, inferior to middling, Nos. 12@14, 13½@14½ reals; and of the same, Nos. 15@16, 15½@16½ reals. Some sales were made at these prices, and an increased movement was daily observable in the market.

FIRE.—

A shanty on the corner of Twelfth-street and Eighth-avenue caught fire about 3 o'clock last evening. The flames were speedily extinguished, without much damage.

ARRIVAL OF THE ARCTIC.

IMPORTANT FROM CENTRAL AMERICA.

THE TRANSIT GRANT.

Confirmation of the Grant to Vanderbilt and Morse.

INTERESTING DETAILS.

SICK FILLIBUSTERS.

SOUTH AMERICAN NEWS.

$1,500,000 in Treasure.

The U. S. Mail Steamship Arctic, Capt. LUCAS, U. S. N., Commander, arrived at this port yesterday morning. She left Aspinwall at 9 P. M. on the 19th of August, the night of the news by the steamer on Colorado bank, near Key West, which was mentioned on the arrival of the *Star*; received on the 20th.

She brings the California mails of August 5, $1,500,000 in treasure on freight, $400,000 of which was on deposit account.

Left at Aspinwall, Aug. 19, United States Steamer Wabash, Commodore ENGLISH.

United States sloop of war Decatur sailed for San Juan del Norte Aug. 16.

We are indebted to Purser MYERS, of the Illinois, and to Messrs. KANE & CO.'s Express, for the early delivery of packages.

The California news generally is of very little importance. Political topics occupy so much space as to attract the attention of the papers.

The mining and crop news is very favorable.

Treasure per Illinois.

Am. Ex. Bank	$200,000	Wm. Heller & Co.	$5,000
Wells, Fargo & Co.	200,000	Portuondo & Co.	5,000
Livermore, Shaw & Co.	100,000	Bissell & Co.	5,000
Order	100,000	Bissell, Sawyer & Co.	5,000
Rowe, Hunt & Co.	100,000	Rowland & Aspinwall	5,000
Rowland & Aspinwall	100,000	Order	5,000
Adams & Co.	100,000	Order	5,000
James Phillips	50,000	Order	5,000
Adams & Co.	50,000	Order	5,000
Wells, Fargo & Co.	50,000	Order	5,000
W. T. Coleman & Co.	50,000	Order	5,000
Freeman & Co.	50,000	Order	5,000
Page, Bacon & Co.	50,000	Order	5,000
Drexel & Co.	50,000	Order	5,000
Everett & Brown	15,000	Order	5,000
Conroy & O'Connor	14,000	Order, Wells,	5,000
Total			$1,500,000

COSTA RICA.

Important News.

THE TRANSIT GRANT CONFIRMED BY THE GOVERNMENT.

HARMONY AMONG CHIEFS.

By this arrival we have dates from Costa Rica to Aug. 5. The news of the Transit grant is the most important, confirming the reports of the previous arrivals of WINDSOR and MORSE with the Costa Rican Government.

The Panama *Star* says:

Colonel FERNANDEZ, a Costa Rican gentleman, to whom W. M. C. WINDSOR was indebted, brought suit in vain to obtain the money, and resorted to the fake legal proceedings to compel WINDSOR to pay. But President MORA, in a most arbitrary manner, arrested this constitutional recourse to law, and compelled FERNANDEZ published a statement of the whole affair. *For this he was imprisoned, deprived of his rights as a citizen, and finally banished by President MORA, who, in a most arbitrary manner, refused to allow Fernandez to set foot on Costa Rican soil.* What a pity the Government does not take more care to select men, whose manners would command respect. Fancy Isaac Hill or Gideon Welles opening their eyes at Senator Jesse Bright's doings.

I think the Government is opening the eyes to the possibility of another filibuster invasion. Something is going on actively, and it is evident that Costa Rica is determined not to be taken unawares.

Business is slack, nearly every one and everything apparently dull season—quite interval politics.

Dr. CASPER, Ex-President, having been prohibited to return by the "Honorary" of the people, is quietly residing on his estate.

At the next meeting of Congress, it is thought that Don JUAN MORA will be elected President for life.

NEWS FROM THE INTERIOR.

Sick Filibusters—Sad Case of Destitution—Cholera—*Correspondence of the New-York Daily Times.*

PANAMA, Wednesday, Aug. 19, 1857.

Nothing of special interest has occurred here since the sailing of the last steamer worth communicating. Everybody is on the qui vive, there is to be understood that negotiations between the United States and New-Granada have been conducted at Washington, to transit the route.

Congress has adjourned, no interest is felt in the news from Bogota. In fact, there is not a portion of intelligence that quarter per hour, which left there some days, and arrived here on the 16th inst. That political charlatan, Gen. MOSQUERA, has arrived on the Isthmus. It is understood he is going to visit City for the purpose of trying to patch up the affairs of his late unfortunate firm in New-York. His reception here by the Isthmus has, thus far, been more than cold.

The United States Flagship *Independence* sailed from this port for San Francisco on the morning of 3d inst. Officers and crew all well. Commander H. H. HOWE, being senior to the other commanders on the Station, was transferred from the flagship to the *John Adams*, and left in command of this ship.

The Sick Filibusters, who were left at Aspinwall, on the 19th, were all doing well. Gen. HENNINGSEN, Col. LOCKRIDGE, and Capt. HOWARD, were all convalescent, and would leave for New-York in the steamer of the 20th inst.

Gen. HENNINGSEN, on his arrival at Aspinwall, was met by a committee of citizens, who presented him with a purse containing $1,000, as a

ADDITIONAL FOREIGN NEWS

BY THE ARABIA

Arrival of the Steamship Arabia at Halifax.

Reaching Her Dock in this City This Morning.

Her Advices Received by Telegraph at Boston.

Her Passengers Specie, &c.

ARRIVAL OF THE ARABIA AT HALIFAX.

Her Passengers Specie, &c.

ARRIVAL OF THE ARABIA AT BOSTON.

Her Passengers Specie, &c.

ARRIVAL OF THE ARABIA AT NEW-YORK

Business for September.

The Fall Business are found at present, for the most part, in the shop windows and the dress-making establishments; few persons being enabled to satisfy themselves with all to make him to wardrobe for the winter by assuming its mildness. Not the less, however, is the activity which prevails in the dry goods stores, and the assortments of fashionable and substantial goods which they display. A kind of universal bustle, even, seems to pervade the streets, and the pedestrian finds himself jostled at every corner by the hurrying throng. The causes of the unusual animation are not difficult to discover. The season is unusually late, and the weather has been such as to prevent the usual preparations for the change. Then, too, the long continued drought has cut off the usual supply of water, and the consequent scarcity of fruit has induced many families to remain in the city, who would otherwise have gone into the country. The result is, that the retail trade is unusually brisk, and the wholesale houses are receiving large orders from the interior. Whatever may be the cause, the fact is certain, and we are glad to see it.

Business Embarrassments.

The failure for two days to get into the steamer upon the Potomac dock has been owing, we learn, to a scarcity of water in which to sink the wheels, on account of the large accumulation of mud swept into the river by the late rains. The water was, however, all gone by 9 o'clock, and it is expected the boat will get on her regular time to-day.

This business was yesterday taken up upon the petition of the creditors themselves, who desired a further delay in order to obtain a more favorable disposition of their claims. She draws 15 feet 9 inches forward, and 17 feet 6 inches aft, when loaded. It is expected she will be ready for sea in about ten days.

The Steamship Admiral.

The Baltimore dock has been owned, we learn, by Messrs. Bramhall, Deas & Co., but the latter have got into the hands of Messrs. Bramhall & Co., this week. The Admiral is a fine vessel, and has been employed for some time in the Charleston trade. She is commanded by Capt. Lewis, who is a favorite with the traveling public.

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Business Embarrassments.

The steamer Admiral, Capt. Lewis, which left Baltimore for Charleston on Saturday last, was detained in the dock at the former city until Monday, in consequence of the water having been drawn off from the basin in which she lay, to clean out the mud. She was to have left on Tuesday, but was detained by the failure of the water to arrive. She left Baltimore on Monday, at 9 o'clock, A. M., and arrived at Charleston on Wednesday, at 4 o'clock, P. M. She had a fine run down the bay, but encountered a heavy gale off the capes, which lasted from Monday night until Tuesday morning. She has been thoroughly repaired and refitted, and is now in fine condition. She has a full cargo for Charleston, and will take a number of passengers. Her commander, Capt. Lewis, is a favorite with the traveling public, and will, no doubt, receive a liberal share of patronage.

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AMUSEMENTS.

ACADEMY OF MUSIC.
Last night of the engagement of
MR. FORREST,
who will appear in the character of
LEAR,
in Shakspeare's tragedy of that name.
To-morrow night, the last night of the season, MR. FORREST will appear in the character of
METAMORA.

ACADEMY OF MUSIC.
OPENING OF THE SEASON.
Monday Evening, Sept. 7,
with the performance of
LA SONNAMBULA.
The Orchestra will be under the direction of
SIGNOR ARDITI.
The Ballet Troupe will appear in the Ballet of
LA FILLE MAL GARDEE.
Doors open at 7 o'clock, and the performance will commence at 8.
Box Office open from 9 until 4 o'clock.

ACADEMY OF MUSIC—MILLE. PAZZOLINI.
OPENING OF THE SEASON, 1857-'58.
Monday Evening, Sept. 7,
with the performance of
LA SONNAMBULA.
MILLE. ZOLINI PAZZOLINI,
SIGNOR CASSIER,
SIGNOR LABOCETTA,
SIGNOR ARDITI.
The Orchestra will be under the direction of
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The Ballet Troupe will appear in the Ballet of
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Box Office open from 9 A. M. to 4 P. M.

BARNUM'S AMERICAN MUSEUM—
Performances to-day and every afternoon and evening at 2½ o'clock, and every evening at 7½ o'clock.
THE BOGUS BUDGELL INFANT, and
WAIT A LITTLE LONGER, and many other novelties will appear at the Lecture Room, at 3, 4, 5, 7½ and 9 o'clock.
THE MOST WONDERFUL WORK OF ART EVER EXHIBITED IN AMERICA, consisting of 300 Figures, Groups, Tableaux, &c., in Wax, illustrating the Creation of the World, the Deluge, the Crucifixion, the Resurrection, the Ascension, the Day of Judgment, &c., &c., &c., will be exhibited in the Lecture Room at 11 A. M., 1, 2½, 4, 5½, 7 and 8½ P. M.
THE GIANT GIRL, 18 years of age, 8 feet 3 inches high, and weighing 430 pounds, will be exhibited in the Lecture Room at 12, 3, 5½, 7 and 8½ P. M.
THE WHALE, 70 feet long, and other Curiosities of the Sea, will be exhibited in the Lecture Room at 11 A. M., 1, 2½, 4, 5½, 7 and 8½ P. M.
THE LIVING BOA CONSTRICTOR, and other Reptiles, will be exhibited in the Lecture Room at 11 A. M., 1, 2½, 4, 5½, 7 and 8½ P. M.
THE LIVING

AUCTION SALES.

SUPERIOR ROSEWOOD FURNITURE, ELEGANT ROSEWOOD PIANO FORTE, Pier MIRRORS, VALUABLE PAINTINGS, MARBLE GROUPS, &c., TO-MORROW, Saturday, commencing at 10 o'clock, the entire elegant furniture of residence, No. 148 West Eighteenth-st., between Fifth and Sixth-avs. The whole furniture of this house is of the best description, having been made to order and used but a short time, a song which is a good variety of solid and elegant chairs, sofas, &c., all of which will be absolutely sold with out reserve. Catalogues will be at the door on the morning of sale. Consisting in part of a superb 7¼ octave rosewood piano forte, with three unisons, full metal and rosewood action, in elegant and massive case; rosewood parlor suite, solid mahogany extension dining table, with patent leaves; rosewood centre, pier, card and fancy tables; pier and oval French plate mirrors, curtains, cornices, shades, mantel clocks, China and Dresden vases, fine and valuable oil-paintings, library of books, tapestry, three-ply and Ingrain carpets, hall oil cloths, Chinese matting, elegant gas chandeliers, fixtures, &c.; mahogany and walnut French and cottage bedsteads, bureaus, washstands, mattresses, feathers, bolsters and pillows, marble-top and plain bureaus, marble-top washstands, toilet sets, lounges, sofa and sofa beds, mahogany chairs, rocking and easy do., oak extension table, China dinner and tea sets, cutlery, crockery and glass ware, engravings, cooking stove, kitchen utensils, &c. The whole to be sold to the highest bidder for cash; a deposit required. Catalogues will be ready at the house to be had at a cheap rate, with all the modern improvements.

HENRY H. LEEDS, Auctioneer.

HOUSEHOLD FURNITURE.—HENRY H. LEEDS & CO. will sell at Auction on SATURDAY, Sept. 5, at 10½ o'clock, at the sale-room, No. 37 Bond-st., several hundred lots of Household Furniture, made to order by Demoth, consisting of Brussels, three-ply and Ingrain carpets; elegant rosewood rep covered in Hair and green brocatel, consisting of sofa, arm and easy chairs and four parlor chairs; carved black walnut marble-top sideboard; elegant tricolored brocatel window curtains and cornices; gilt and bronze clocks; carved oak Gothic hat-stand, covered with Hair cloth; carved oak extension dining table with five leaves and pads; carved rosewood bedsteads, mattresses, pillows and bolsters; mahogany bedsteads; mahogany marble-top dressing bureau; mahogany washstands covered in hair cloth; rosewood marble-top commodes; cane seat rockers; gas brackets, chandeliers, &c. Also, an assortment of crockery and kitchen furniture, with which the sale will commence.

HENRY H. LEEDS, Auctioneer.

HOUSEHOLD FURNITURE.—HENRY H. LEEDS & CO., will sell at auction on SATURDAY, Sept. 5, at 10½ o'clock, at the sale-room, No. 37 Bond-st., several hundred lots of Household Furniture, comprising in part, consisting of Brussels, ingrain, and three-ply carpets, carved rosewood suits, covered with figured crimson brocatelle, consisting of 1 to-à-tête sofa, chair and 4 parlor chairs, rosewood easy sofa covered in hair cloth, tête-à-tête covered in do., mahogany parlor, arm and Voltaire chairs covered in do., mahogany sofa, marble-top centre table and double bedsteads, mahogany marble-top washstands and commodes, mahogany bureaus, hair mattresses, feather beds, bolsters and pillows, mahogany marble-top centre tables, gilt frame oval and pier mirrors, double and single mattresses, coverlids, counterpanes, oak closet, with secretary and bed attached, extension dining-tables, &c., &c. Also, an assortment of crockery, glass, and kitchen ware, with which the sale will commence.

A. J. BENEDICT, Son & Co., Auctioneers.

CLIFTON, STATEN ISLAND, ADJOINING the shore near the Narrows, half a mile from Vanderbilt Landing, the most desirable building lots, on graded avenues, (70 to 80 feet wide,) existing on Staten Island, by lots on Bay-st., Pennsylvania-avenue and New-York-avenue, and on the property of Mr. D. Hendrickson. To be sold unexceptionally at public auction, by Messrs. BLEECKER, SON & CO., at Vanderbilt House, Vanderbilt Landing, on SATURDAY, Sept. 5, at 3 o'clock P. M. 20 per cent may remain on mortgage. Sale positive. Title perfect. Sales will be made in single lots of 25 feet wide.

WM. EMERSON, Referee, No. 3 Wall-st.
WM. W. VAN WAGENEN.

D. D. RASS, Auctioneer, office No. 398 Broadway.

SALE OF HOUSEHOLD FURNITURE.—On FRIDAY, Sept. 4, at 10 o'clock A. M., at house known as No. 9 33d-st., between Broadway and 6th-av., consisting of mahogany sofas, chairs, centre tables, Brussels, velvet tapestry and ingrain carpets, oil-cloths, window curtains and cornices, mirrors, cane-seat chairs, bedsteads, mattresses, beds and bedding, China, glass and stone ware, kitchen furniture, &c., &c.

F. H. LUDLOW, Auctioneer.

PEREMPTORY SALE OHIO LIFE INSURANCE AND TRUST COMPANY.—F. H. LUDLOW & CO. will sell at auction on TUESDAY Sept. 8, 1857, at 12½ o'clock, at the Merchants' Exchange on account of whom it may concern, 600 shares of the Ohio Life Insurance and Trust Company Stock (par $100.) Will be sold in lots to suit purchasers. For further particulars apply to the Auctioneers, No. 14 Pine-st.

MUSICAL INSTRUMENTS.

PIANOS, PIANOS, PIANOS.

FIRTH, POND & CO., NO. 547 BROADWAY, N. Y. Have on hand and for sale, at the lowest terms, a large assortment of pianos of their own manufacture, of rich and powerful tone, patent actions, all of our own manufacture, and fully warranted or no sale. SECOND-HAND PIANOS for sale or to rent, and rent applied on purchase.

FIRTH, POND & CO., No. 547 Broadway, Between St. Nicholas and Metropolitan Hotels.

DEPOT OF THE ALEXANDER ORGANS. This magnificent instrument just introduced by CHALBERG, At his "Maitland Manuals," is without a rival for the Church or the Drawing-room. A full assortment on hand, and open to the inspection of the public. BERNARD & FABREQUETTE, Jr., No. 51 Dey-st.

GREAT IMPROVEMENT IN PIANO-FORTES.—Messrs. LIGHTLEWTON & BRADBURY, No. 421 Broome-st., (one block east of Broadway,) New-York, have connected with the patent arch wrest-plank, which is undoubtedly the most substantial improvement ever introduced into this instrument.

PIANOS, MELODEONS AND MUSIC AT REDUCED PRICES.—The large and popular Waters' assortment of music will be sold at reduced prices during this month. Also, new and second-hand pianos and melodeons at lower prices than ever before offered in this market, at the WATERS' piano and music rooms, No. 333 Broadway. Pianos and melodeons for rent, and rent allowed on purchase. For sale on monthly payments.

SOEBLER & SCHMIDT, MANUFACTURERS OF GRAND AND SQUARE-ACTION PIANO-FORTES, No. 428 Broome-st., (one block east of Broadway,) New-York. We would invite the attention of amateurs and dealers to the inspection of our unrivaled stock of PIANO-FORTES, which for tone and durability of workmanship have not been surpassed by any in this country.

DURABLE PIANOS.—T. GILBERT & CO.'S piano-fortes, with new action and scale. These instruments are made in the very best manner, and by experienced workmen. Only warerooms in New-York, Nos. 429 and 431 Broadway, corner of Canal-st. Pianos to rent. Several second-hand pianos for sale cheap for cash.

A GREAT VARIETY OF HALLET, DAVIS & CO.'S celebrated Pianos, with other Boston and New-York Pianos, at lower prices than ever before offered. Prices to suit the times. Second-hand Pianos at $60, $80, $75, $100 to $200. New Pianos to let.
T. S. BERRY, No. 426 Broadway,
cor. Grand-st., Marble Building.

MELODEONS FOR RENT.—RENT ALLOWED ON PURCHASE.—S. D. & H. W. Smith's celebrated sub-bass organ melodeons, double-bank and double-swell melodeons, and those of every style, for sale or rent. Liberal terms to the trade.
A. M. KANOUSE, No. 66 Walker-st., Sole Agent.

PIANO-FORTES.—V. P. HARRISON HAVING removed his warerooms and manufactory to No. 397 Canal-st., corner of Wooster, offers a splendid assortment of Pianos, 7 and 7¼-octaves, with all the modern improvements, at the lowest manufacturer's prices. Pianos to let.

RAVEN, BACON & CO., (SUCCESSORS TO BEACON & RAVEN,) Piano-forte Manufacturers; warerooms No. 135 Grand-st., near Broadway, where a full assortment of instruments may be found, exclusively of our own manufacture, warranted in every respect.

PIANO-FORTE FOR SALE—ELEGANT 7-octave grand diagonal Piano, made by one of the best makers and warranted, cost $600, been used a few months, will be sold for $370. Can be seen at No. 141 9th-st

MATRIMONY.—WANTED, A FEMALE FRIEND, who will, of her own accord, loan $10,000 to, or marry and go into partnership with an unfortunate hombre that has lost one estate through being too honest. The money shall be doubled to the lady if the hombre is not done dead in going over the grounds again. Apply, by letter, to WINFIELD HALLET, at this office.

HAVE YOU SEEN THE $2 50 SHOES AND Gaiters, also the $3 to $4 Boots, at JONES', No. 10 Ann-st., near the Museum.

FINANCIAL.

REMITTANCES TO ENGLAND, IRELAND, SCOTLAND AND WALES.
WE ISSUE SIGHT BILLS OF THE
UNION BANK OF LONDON
NATIONAL BANK OF SCOTLAND,
BELFAST BANKING COMPANY, IRELAND.
In sums of £1 upwards, at ⅛ per £.
Address TAYLOR BROTHERS, Bankers.
No. 79 WALL-ST., NEW-YORK.

PROPOSALS FOR $1,700,000.—CITY OF BROOKLYN PERMANENT WATER LOAN.—Sealed proposals will be received by the Board of Water Commissioners, of the city of Brooklyn, until Thursday, Oct. 8, 1857, for the whole or any part of $1,700,000 of the Permanent Water Loan 6% per cent. Bonds of the city of Brooklyn, issued pursuant to an act of the Legislature of the State of New-York, passed Feb. 11, 1857, entitled an act to supply the city of Brooklyn with Water. Said Bonds are in sums of $1,000 each, having twenty-five years to run, with six per cent. interest coupons attached, payable 1st January and 1st July in each year. Each proposal should be sealed up and indorsed, "Proposal for Brooklyn Permanent Water Loan," and inclosed in an envelope addressed to "Board of Water Commissioners, of Brooklyn," at office of Comptroller & Co., No. 28 Wall-st., New-York. The bids will be opened on the day and at the place before-mentioned, at 1 o'clock, P. M. The Commissioners are authorized to sell the Bonds without limit as to price, but they reserve the right to reject all proposals which may be in their judgment disadvantageous to the city.

TERMS OF PAYMENT.—Cash for the whole amount offered, or
Twenty per cent in cash.
Twenty per cent, payable Nov. 1, 1857.
Twenty per cent, payable Dec. 1, 1857.
Twenty per cent, payable Jan. 2, 1858.
Twenty per cent, payable Feb. 1, 1858.
The above-mentioned Bonds are authorized on the Bonds to Oct 1. The first payment will be received as collateral security for the fulfillment of the contracts, and the proportion of Bonds for the same will be delivered at the time of final payment. Six per cent. interest will be charged on deferred payments.

SAMUEL S. POWELL, Mayor.
WILLIAM E. LEWIS, Comptroller.
CRAWFORD C. SMITH, Treasurer.
JOHN H. PRENTICE,
Chairman Board of Water Commissioners.
C. CARSON BREVOORT,
Secretary Board of Water Commissioners.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Aug. 27, 1857.

AT A MEETING OF THE BOARD OF DIRECTORS of the Illinois Central Railroad Company, held this day, it was

Resolved, That an assessment of ten dollars per share be and is hereby called on the Capital Stock of this Company, payable on the 25th day of September next, at the office of the Company, in the City of New-York, on the stock registered there; and at the office of Messrs. Bonnewitz, Benecke & Co., London, on the stock registered in the London books.

Resolved, That the transfer books be, and they are hereby closed from this day, and be opened on the 1st of September next, and that no transfer of any shares be permitted, after that date, until the installment called thereon be paid.

The Directors of the Illinois Central Railroad Company, in announcing further assessment on the Capital Stock deem it right to state that the call is made in preference to attempting to carry a floating debt in the present state of the money market. They take this occasion to assure the stockholders that at no time since the organization of the Company has its prospects for traffic been better, or the lands more rapidly advancing. The management of the Company, in all departments of its business, is in efficient and honest hands; the payments for lands sold are prompt, and the operations of the Company since the annual report was published have only confirmed the confidence of the Directors in the value of the enterprise and its ultimate returns to the stockholders.

By order of the Board of Directors.
WM. K. ACKERMAN, Secretary.

$60,000.—HOBOKEN CITY WATER LOAN.—Sealed proposals will be received by the Board of Water Commissioners, of the city of Hoboken, N. J., until the 15th day of September next, at their office, No. 79 Washington-st., in said city, for the whole or any part of the $60,000 Water Loan, of said city, issued pursuant to an act of the Legislature of the State of New-Jersey, entitled an act to authorize the Water Commissioners of the city of Hoboken to contract for and introduce water into said city, and to provide for the payment thereof; approved March 20, 1857. All proposals must state the time the same shall be taken for (not to be less than ten nor more than twenty years) interest not to exceed seven per cent, and payable, and to be payable on the 1st days of January and July, in each year.

The scrip will be issued in $500 shares, and all the real estate and chattels in the said city are made liable for the principal and interest of the same.

Proposals to be addressed BOARD OF WATER COMMISSIONERS, office No. 79 Washington-st., Hoboken, N. J.
EDWARD CHARLES, President.
CHARLES CLINTON Clerk.

THE UNDERSIGNED, TRUSTEES OF THE Second Mortgage of the Northern Cross Railroad Company, hereby give notice that they have drawn by lot the following numbers of Second Mortgage 8 per cent. Convertible Bonds of said Company, viz: 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, which are to be presented on the 1st of November next, at par and accrued interest, by the Chicago, Burlington and Quincy Railroad Company, as per agreement stipulate 2 in the Bonds. The interest on the Bonds bearing the above mentioned numbers will cease on the 1st November next.

JOHN ELIOT THAYER,
J. M. FORBES,
LOUIS A. VON HOFFMAN,
Trustees.

TAPSCOTT'S EMIGRATION AND FOREIGN EXCHANGE OFFICE, No. 86 South-st., New-York. The subscribers continue to issue passage certificates from Europe on the most favorable terms. They also issue drafts for any amount from £1 upwards payable throughout England, Ireland, Scotland, Wales, France and Germany, the punctual payment of which drafts having gained the confidence of the public, the subscribers pledge themselves that nothing shall be wanting on their part to merit a continuance of the favor and confidence so long enjoyed in them.

TAPSCOTT & CO., No. 86 South-st.

OFFICE OF THE MICHIGAN SOUTHERN and Northern Indiana Railroad Company, No. 18 William-st., New-York, August 22, 1857. Notice is hereby given that pursuant to a resolution of the Board of Directors of this company, the transfer books of the stock will be closed from the 12th day of September next, at 2 o'clock, P. M., until the morning of the 20th of September, at 10 o'clock, preparatory to an election of Directors.

GEORGE H. FORD, Treasurer.

NEW-YORK CENTRAL RAILROAD SEVEN PER CENT. BONDS.—The undersigned offer for sale the 7 per cent. Coupon Bonds of this Company, (late issue) having twenty years to run, interest payable semi annually, on the first days of February and August, at the Company's Agency in this City.

DUNCAN, SHERMAN & CO.

CLEVELAND AND PITTSBURG RAILROAD COMPANY.—The interest warrants due on the 1st of September will be paid at the office of the Company in Cleveland. C. W. ROCKWELL, President.

OFFICE OF A. NICHOLAS' BANK NOTE REPORTER, No. 70 Wall-st., New-York.—The bills of the Iron Bank of Rockaway, New-Jersey, are bought at our office at the usual rates for Jersey money, viz: ½ per cent.

U. S. PASSPORTS INDISPENSABLE TO TRAVELERS.—Issued through J. B. NONES, Notary Public and Commissioner of all the States, No. 13½ Warren-st. Naturalized citizens must produce certificates. Bounty Lands, Pensions, Extra Pay, &c., procured.

OFFICE OF THE DEMOINE NAVIGATION AND RAILROAD COMPANY.—No. 18 William-st., New-York, Aug. 21, 1857.—The coupons of the Mortgage Bonds of this Company, due 1st September, 1857, will be paid on presentation at this office.

A. HUNT, Treasurer.

SEVEN PER CENT. CITY REVENUE Bonds will be issued by the Comptroller, in sums not less than $500, payable in from 5 to 12 months as may be desired. The money may be deposited with the City Chamberlain, A. V. STOUT, at Shop and Leather Bank.

BROWN BROTHERS & CO., NO. 59 WALL-st., issue credits for Commercial and Traveling purposes, available in any part of the world.

DIVIDENDS.

CORN EXCHANGE FIRE AND INLAND NAVIGATION INSURANCE COMPANY.—Corner of William and Beaver-sts.—NEW-YORK, Sept. 1, 1857.—DIVIDEND.—The Board of Directors of this Company have this day declared a semi-annual dividend of 10 per cent., payable on the 5th instant.

W. H. WINDSOR, Secretary.

BULL'S HEAD BANK.—DIVIDEND.—A SEMI-annual dividend of four per cent has this day been declared, payable on and after Sept. 1, prox. By order of the Board.

J. H. ELDREDGE, Cashier.

BANK NOTICES.

MECHANICS' AND TRADERS' SAVINGS INSTITUTION.—No. 468 Grand-st., corner Willet-st., open Mondays, Wednesdays, Thursdays and Saturdays. Six per cent. interest allowed on sums from $5 to $500; 5 per cent. on sums over $500. All sums deposited previous to the 12th of July will draw interest from the 1st.

ALFRED T. CONKLIN, President.
JAMES P. HAIGHT, Secretary.

BUSINESS CHANCES.

FOR SALE—LEASE, STOCK AND FIXTURES of a Flour and Feed Store, in a central location, now doing a good business. Horses, wagons and every other article necessary for the business. The store five stories, with stable for fifteen horses. Rent moderate. Lease ten years. The present owner is about leaving the City. Call or address DAVID C. SEE, No. 10 3d-av.

$20,000 REAL ESTATE AND CASH TO exchange for dry goods, clothing or general stock for country trade. Call or address S. E. P., No. 327 Greenwich-st.

FURNITURE.

PANELLED CHAMBER FURNITURE.—Elegant and beautiful styles of enameled chamber furniture. Housekeepers in want of this cheap and fashionable style of bed-room furniture, will find a large assortment in all colors at H. F. FARRINGTON'S warerooms, Nos. 45 and 47 Wooster-st., between Broome and Grand.

SCHOOL FURNITURE OF THE LATEST style, manufactured at the oldest establishment in the State. E. PATON, No. 94 Reade-st., New-York.
Circulars forwarded on application.

RAILROADS.

GREAT AMERICAN ROUTE.
MICHIGAN SOUTHERN RAILROAD TO CHICAGO, St. Louis, Rock Island, St. Paul, Milwaukee, and all places West and Southwest via New-York and Erie, New-York Central, American Lake Shore Railroads, to Toledo, forming the shortest, quickest, and most direct route to the Great West. For through tickets and rates of freight, apply at the Company's Office, No. 126 Broadway, corner of Day-st., New-York.

JOHN F. PORTER, Agent.

GREAT CENTRAL ROUTE.
To Chicago and all points West and Southwest.
Via Suspension Bridge and Buffalo.
GREAT WESTERN RAILWAY.
MICHIGAN CENTRAL RAILROAD.
Office No. 126 Broadway, New-York.
Corner of Cortlandt-st. DARIUS CLARK, Agent.

NEW-YORK AND ERIE RAILROAD.—ON and after MONDAY, June 15, 1857, and until further notice, passenger trains will leave pier, foot of Duane-st., as follows, viz:

Despatch Express, at 8:00 A. M., for Dunkirk.
Buffalo Express, at 6:00 P. M., for Buffalo.
Mail, at 9:40 A. M., for Dunkirk and Buffalo and intermediate stations.
Rockland Passenger, at 8:30 P. M., from foot of Chambers-st., via Piermont, for Rockland and intermediate stations.
Way Passenger, at 4:00 P. M., for Newburg, Middletown, and intermediate stations.
Emigrant, at 5:00 P. M., for Dunkirk and Buffalo and intermediate stations.

The above trains run daily, Sundays excepted.
Night express, at 5 P. M., for Dunkirk, every day.
Night express, at 5 P. M., for Buffalo, every day.
These express trains connect at Binghamton with the Albany and Susquehanna Railroad for Albany, for Morris Ferry, at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with Buffalo, Corning and New-York Railroad, for Rochester; at Great Bend with Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville with the Buffalo and New-York City Railroad, for Buffalo; at Dunkirk and Buffalo with the Lake Shore Railroad for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.

HOMER RAMSDELL, President.

HARLEM RAILROAD—SUMMER ARRANGEMENT.—Commencing WEDNESDAY, June 3, 1857.—Trains leave depot, corner of White and Centre-sts.:
7:00 A. M.—Croton Falls Train, connecting with line of stages for Lake Mahopac.
8:30 A. M.—Mail Train for Albany, connecting at Croton Falls with line of stages for Lake Mahopac, at Purdy's for Edgefield, at Brewster's for Danbury, at Chatham Four Corners with Western Railroad for Albany, Troy Saratoga and the West.
*2:00 P. M.—Milleton Train, stopping at all stations.
3:30 P. M.—Williams' Bridge Train, stopping at all stations.
5:15 P. M.—White Plains Train, stopping at all stations.
LEAVE TWENTY-SIXTH-STREET STATION.
7:45 A. M.—Williams' Bridge Train, stopping at all stations.
11 A. M.—Williams' Bridge Train, stopping at all stations.
11:30 A. M.—White Plains Train, stopping at all stations.
2:30 P. M.—Williams' Bridge Train, stopping at all stations.
5 P. M.—Croton Falls Train, stopping at all stations.
6 P. M.—Williams' Bridge Train, stopping at all stations.
WM. J. CAMPBELL, Superintendent.

MICHIGAN SOUTHERN AND NORTHERN INDIANA RAILROAD COMPANY.—PASSENGER AND FREIGHT OFFICE, No. 126 Broadway, corner of Day-street, New-York, Aug. 29, 1857.—IMPORTANT TO GRAIN SHIPPERS.—Grain arrived at Chicago will leave Buffalo for Toledo on arrival of Morning Express Trains from New-York. Positively no detention:
SOUTHERN MICHIGAN, 1,750 tons, E. B. GOLDSMITH, Commander, on MONDAYS and THURSDAYS.
CITY OF BUFFALO, 2,150 tons, A. D. PERKINS, Commander, on TUESDAYS and FRIDAYS.
WESTERN METROPOLIS, 2,000 tons, C. M. PEASE, Commander, on WEDNESDAYS and SATURDAYS.
R. B. RITCHIE, Foot Main-st., Buffalo,
JOHN F. PORTER, 126 Broadway, New-York, } Agents.

CENTRAL RAILROAD OF NEW-JERSEY.—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.

SUMMER ARRANGEMENTS.—Commencing May 18, 1857. Leave New-York for Easton and intermediate places from Pier No. 2, North River, at 7:30 A. M., 12 M., and 3:30 P. M.; for Somerville, by above trains and at 5:15 P. M. The above trains connect at Elizabeth with trains on the New-Jersey Railroad, which leave New-York from foot of Cortlandt-st. at 7:30 and 9:30 A. M., 12:30 and 5 P. M.

Passengers for the Delaware, Lackawanna and Western Railroad, will leave at 7:30 A. M. only; for Lehigh Valley Railroad at 12 M. only.

JOHN O. STEARNS, Superintendent.

NEW-JERSEY RAILROAD—FOR PHILADELPHIA AND THE SOUTH AND WEST, via JERSEY CITY.—Mail and Express Line. Leave New-York at 8 and 11 A. M. and 4 and 6 P. M., viâ 12 M. and 25; stopping at all way stations. Through tickets sold for Cincinnati and the West, and for Baltimore, Washington, Norfolk, &c., and through baggage checked to Washington in 8 A. M. and 6 P. M. trains.

J. W. WOODRUFF, Assistant Superintendent.

No baggage will be received for any train, unless delivered and checked 15 minutes in advance of the time of leaving.

HUDSON RIVER RAILROAD.—FROM JULY 6, 1857, trains will leave Chambers-st. station as follows: Express trains, 6 A. M. and 5:15 P. M.; Albany passenger trains, 9 A. M., 12 M., and 3:30 P. M.; for Sing Sing, 8:15 A. M. and 4 P. M.; for Fourthcoopsie, 7 A. M. and 1 and 7 P. M.; for Peekskill, 5:30 P. M. The Poughkeepsie, Peekskill and Sing Sing trains stop at the way stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 3:30, 8:45, and 10:40 A. M., and 4:30 P. M., and Albany at 4:45, 8, and 10:40 A. M., and 4:40 P. M.

A. F. SMITH, Superintendent.

FLUSHING RAILROAD—LEAVES FULTON Market Wharf, by steamer ISLAND CITY, at 6:45, 8 and 10 A. M., 1, 4 and 6 P. M. The cars leave Flushing, L. I., at the same hours, meeting and exchanging passengers with the boat at Hunter's Point—through in 5 minutes. Fare 25 cents. WM. M. SMITH, Receiver.

STEAMBOATS.

DELIGHTFUL SAIL;
THE BEAUTIES OF NATURE AND ART TO BE SEEN AT A VERY LOW PRICE.
FOR FLUSHING AND COLLEGE POINT.
The beautiful and fast-sailing steamer ENOCH CRAN, Captain WILLIAM H. REYNOLDS, will, on and after MONDAY, June 1, run (Sundays excepted) as follows:
Leave Fulton-ferry at 9 o'clock A. M., and 2 o'clock P. M.
Leave College Point at 7:10 A. M., and 2:15 o'clock P. M.
Returning—Leave New-York at 10:30 o'clock A. M., and 5 o'clock P. M.
At the low fare of FIFTEEN CENTS, or SIXTEEN TICKETS for TWO DOLLARS.
N. B.—As the steamboat channel in Flushing Bay has been dredged out by private enterprise, affording an abundant supply of water at all times of tide, Pic-Nic and other parties may now rely upon making the trips for the season with regularity and despatch.

CALEB L. SMITH, Clerk.

SEPTEMBER, 1857.

FOR SHREWSBURY, HIGHLANDS, OCEAN HOUSE, LONG BRANCH, PORT WASHINGTON, FAIR HAVEN, MOUNT'S DOCK, BROWN'S DOCK, MIDDLETOWN, AND RED BANK.—The new and splendid steamer OCEAN WAVE, Capt. H. B. PARKER, will run as follows from foot of Robinson-st. pier, N. R.:

LEAVE NEW-YORK.		LEAVE RED BANK AND OCEANPORT.	
Friday, Sept. 4,	7½ A. M.	Friday, Sept. 4,	3 P. M.
Saturday, Sept. 5,	8½ A. M.	Saturday, Sept. 5,	3 P. M.
Sunday, Sept. 6,	7½ A. M.	Sunday, Sept. 6,	3 P. M.
Monday, Sept. 7,	8½ A. M.	Monday, Sept. 7,	9 A. M.
Tuesday, Sept. 8,	8½ A. M.	Tuesday, Sept. 8,	10 A. M.
Wednesday, Sept. 9,	9 A. M.	Wednesday, Sept. 9,	11 A.M.

The Ocean Wave will connect with this boat for Ocean Port, &c., for passengers only.

Squan Line of Stages connect with this boat; also, stages to all parts of the country.

FOR BOSTON VIA NORWICH AND WORCESTER.—From the foot of Cortlandt-st. Nor No. 15 N. R., daily, at 5 o'clock P. M.—The new and splendid steamer COMMONWEALTH, Captain W. H. WILLIAMS, every Tuesday, Thursday and Saturday. The fast and commodious steamer CONNECTICUT, Captain WILLIAM WILCOX, every Monday, Wednesday and Friday.

FARES:

	Cabin.	Deck.		Cabin.	Deck.
Boston	$4 00	$2 50	Nashua	$3 00	$2 00
Worcester	3 00	2 00	Lowell	3 50	2 50
Providence	3 00	2 00	Groton Junct'n	4 00	—
Fitchburg	3 00	—	New-London or Norwich	2 00	1 50

For further information, State Rooms, Freight Tariffs, &c., apply to E. S. MARTIN, on the wharf, or on board the boats.

FOR SHREWSBURY—HIGHLANDS, OCEAN House, Long Branch, Port Washington, Middletown, Fairhaven and Red Bank. The new, magnificent and swift steamer ALICE PRICE, JOHN BORDEN, Commander, will run regularly, as follows, from Robinson-st., North River:

Leave New-York:		Leave Red Bank:	
Friday, Sept. 4,	8 A.M.	Friday, Sept. 4,	3 P.M.
Saturday, Sept. 5,	8 P.M.	Saturday, Sept. 5,	3 P.M.
Sunday, Sept. 6,	8 A.M.	Sunday, Sept. 6,	3½ P.M.
Monday, Sept. 7,	8 A.M.	Monday, Sept. 7,	9½ A.M.
Tuesday, Sept. 8,	8 A.M.	Tuesday, Sept. 8,	9 P.M.

KERR'S Express by this boat. Stages to all parts of the country.

NEW-YORK AND CONEY ISLAND, LANDING AT FORT HAMILTON.—The new and splendid steamer AURORA, Capt. ANNING SMITH, will leave as follows for the season: Leaving Amos-st. at 9½ A. M., 12½ and 3½ P. M.; Spring-st. at 9¾ A. M., and 12¾ and 3¾ P. M. Pier No. 9 North River at 10 A. M. and 1 and 4 P. M. Coney Island, last trip, at 6 P. M. Fare to Fort Hamilton and Coney Island, 25 cents, for which a return ticket will be given. Full fare for children.

FOR FORT MONMOUTH, MIDDLETOWN AND SHREWSBURY, LANDING AT FORT HAMILTON, EACH WAY.—The swift steamboat MARTHA, Capt. CHAS. MONFORD, leaves New-York, from Murray-st., daily at 9 o'clock A. M. Returning, will leave Port Monmouth, at 3 o'clock P. M. Fare 25 Cents.

HARLEM AND NEW-YORK.—STEAMER SYLVAN GROVE leaves
Harlem at 6, 6:30, 8, 9:30 A. M., 3, 5½ P. M.
Peck-slip at 7, 9½ A. M., 12, 2½, 4½, 6½ P. M.
Landing at 10th and 120th-sts., each way.

DAY BOAT FOR ALBANY.—THE STEAMER BROADWAY will leave the pier, foot of Jay-st., every TUESDAY, THURSDAY and SATURDAY, at 7 o'clock A. M., making the usual landings.

ARMENIA.—DAY BOAT FOR ALBANY AND intermediate landings, from foot of Chambers-st., MONDAY, WEDNESDAY and FRIDAY, at 7 o'clock A. M., arriving in Albany in time for cars North and West.

EXCURSIONS.

EXCURSION FOR THE MILLION!—(Staten Island Ferry.)—Seven miles, for six cents. The Staten Island ferry-boats JOSEPHINE and SOUTHFIELD leave every hour from the foot of Whitehall-st., (between the Battery and South Ferry,) from 6 A. M. till 9 P. M., and on Sundays every half-hour until 6 P. M., landing at Quarantine, Stapleton, and Vanderbilt's Landing. This sail on the Bay affords the finest view in the world.

FOR EUROPE.

THE NEW-YORK AND LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships composing this line are
The ATLANTIC, Capt. OLIVER ROCKWELL.
The BALTIC, Capt. JOSIAH CURTIS.
The ADRIATIC, Capt. JAMES WHITE.
These ships having been built by contract expressly for Government service, every care has been taken in their construction to secure strength, to insure safety and speed; and their accommodations for passengers are unrivalled for elegance and comfort.

Price of passage from New-York to Liverpool, in first cabin, $130; in second do., $70. Exclusive use of extra size state rooms, $270. From Liverpool to New-York, $80 and 20 guineas. An experienced surgeon attached to each ship. No berths can be secured until paid for. The ships of this line have improved water-tight built bows.

PROPOSED DATES OF SAILING.

FROM NEW-YORK.

Saturday, June 20	1857	Wednesday, June 24	1857
Saturday, July 4	1857	Wednesday, July 8	1857
Saturday, July 18	1857	Wednesday, July 22	1857
Saturday, Aug. 1	1857	Wednesday, Aug. 5	1857
Saturday, Aug. 15	1857	Wednesday, Aug. 19	1857
Saturday, Aug. 29	1857	Wednesday, Sept. 2	1857
Saturday, Sept. 12	1857	Wednesday, Sept. 16	1857
Saturday, Sept. 26	1857	Wednesday, Sept. 30	1857
Saturday, Oct. 10	1857	Wednesday, Oct. 14	1857

[illegible] Mr. Ware, in the first unwearying frame of the Scottish corvette of 1,400 tons, to carry ten large guns. She is now being planked, and the precision and power with which the heavy bolts are driven by the Malleyt steam engines in driving the copper bolts and fastening the iron straps which screen across the interior of the ribs, is worthy the attention of the lovers of the development of human minds. She also will be launched about January, and is to be a propeller, somewhat flat, and is evidently suited to navigation in shallow waters, the harbor beautiful run, and wonderfully possesses the requisites for speed if her power is properly used.

Still for the south, workmen have been engaged in laying the platform for the immense Indian frigate. The spot is the same where the *United States* steamer was built some dozen years ago by Mr. Webb, and the extraordinary preparations then made for that monster vessel have been found too small for the still larger vessel now under-taken, and nearly a month has been occupied in digging up the foundations and strengthening it by huge timbers which lie deeply imbedded, and would probably be unsuspected by a casual visitor, ignorant of the necessity for a scrutinizing gaze which ship builders exercise to test. Previous changes in the original contract, dating before the last Russian war, have been made, and now we learn that the vessel is to be a propeller frigate, to be pierced for 50 guns of extraordinarily large calibre, to be carried on two decks only. The keel will be laid early the next week, and will be about 300 feet in length. The large timbers lying about will give some idea of the magnitude of the vessel.

J. F. & A. Stevens have contracted with Captain McKaye, the superintendent of the railroads, to construct two first-class steamers, to run between Milwaukee and Michigan City. They are to be about 2,000 tons each, the engineers to be 60 inches in diameter.

The Reception of the Pennsylvania Volunteers.

A conference meeting of the Committees of Arrangements, of Finance and, of Reception, of the New York Volunteers, appointed for the purpose of making arrangements for the reception of the 1st and 2d Regiments Pennsylvania Volunteers, was held at the Eleven-street House last evening. Gen. Wheat took the chair at 8½ P. M.

Lieut. Gaines read a letter from Gen. Ward B. Burnett, dated at Philadelphia, Aug. 31, announcing that the volunteers from Pennsylvania would arrive in the city at 6 P. M. on Monday, the 14th inst., landing at the Battery at that hour, and that Generals Patterson and Cadwalader, and Colonels Wynkoop and Gibney would accompany them.

A communication from Sergeant Major John D. MacGregor was read, offering on the part of the remnants of Company F, 2d Regiment of Dragoons, (whose numbers were increased in this City to go to Mexico,) to join in the reception. The offer was unanimously accepted.

Gen. Wheat read a letter dated Philadelphia, Aug. 31) from Capt. Wm. H. Gray, stating that the Scott Legion, of which he is the Commandant, would take the 10 A. M. train of the New-Jersey Railroad, arriving at Jersey City at 2 P. M., and proceed thence to the Battery by ferry-boat. They would number about 40 members, besides the band.

It was stated that the New-York Volunteers will turn out 60 strong. The 12th Regiment will act as their escort, with any other companies that desire to join in the reception. The meeting was adjourned to Saturday evening next, at 7 P. M.

The following is a corrected list of the Committees to which additions have been made, and some names withdrawn since they were first appointed:

Committee of Arrangements—Gen. Ward B. Burnett, Gen. George J. H. Ward, Lieut. H. Gaines, Capt. Adams, Major A. Fennsworth, C. P. S. D'Keefe, Lieut. a. P. Harrison, Sergeant Harper.

Finance Committee—Col. J. G. Burnham, Gen. C. R. Wood, Major A. W. Tayler, Com. Governeur J. H. Ward, Lieut. H. Dardenville, Lieut. W. H. Browne, Sergeant Palmer, Capt. W. E. Hill, John Garnett, F. Allison, Major H. Wheldon, Col. A. C. Lawrence, & F. Harrison.

Reception Committee—Gen. Ward B. Burnett, Col. J. G. Burnham, Lieut.-Col. Dyceman, Gen Wheat, Major G. B. Hall, Capt. Finch, Major W. Fairchild, Capt. De Bougas, Capt. Adams.

Counterfeit Money Again.

Two boatmen, on Wednesday evening, giving their names as William Scott and James Smith, were arrested by Officers Sharwood and Olden, of the Second Precinct, charged with passing counterfeit money. Smith, as appears, entered the dining saloon of Henry Johnson, colored, under Fulton Market, and after partaking of refreshments, offered in pay-ment what purported to be a genuine $5 on the Middletown Bank of Middletown, Conn. The bill was a counterfeit, and Smith, saying he had no other money with him, left the place without paying the amount of his indebtedness. He was watched, however, and in 15 minutes afterwards Smith and Scott were observed going into the Globe Dining Saloon, corner of Front and South streets, kept by Hermann Fuerth, where Scott bought a glass of brandy, and offered one of the $5 counterfeits on the Middletown Bank. The bill was refused, when Scott said he had no other money, but in a few minutes afterwards he paid for the liquor in good money. It was soon after this that the prisoners were apprehended and taken to the Station House. On searching Smith a counterfeit $5 bill on the Hartford Bank, of Hartford, Conn., was found in his possession, and both the prisoners had good money in their pockets. The defendants were subsequently taken before Justice Connolly, and committed to the Tombs for trial, in default of $2,000 bail, each.

One William Smith, a laborer, attempted to pass a counterfeit $5 bill on the Hartford Bank of Hartford on Wednesday evening at the crockery store of John Ryan, corner of Eighth-avenue and Forty-first-street. Mr. Ryan suspecting the bill to be spurious dispatched a messenger for officers Lion and Palmer of the Twenty-second Precinct. Seeing the gentlemen of the shield approaching Smith hastily left the store and ran rapidly down the avenue, closely pursued by the officers, who overhauled and arrested him after going several blocks. In his flight, Smith threw from him a large roll of bills which were picked up by a citizen, who *saw fit to keep them himself.* Sergeant Van Orden, however, afterwards succeeded in securing about $70 worth of the spurious bills which Smith threw from his possession; besides these, large numbers of torn bills which the accused had scattered in fragments as he ran with the crowd. The accused was taken before Justice Brownell and held to await a further hearing.

Mary Mahoney, an Irish woman, was arrested by Officer Johnson, of the Nineteenth Precinct, charged with passing a counterfeit $1 on the Exchange Bank of Hartford, to Mr. A. Hyatt, a merchant. Mary was held for examination.

Trial Trip of the Atlanta.—The new steamer Atlanta, of Cromwell's New-York and Charleston line, made a trial trip down the bay yesterday afternoon. She is the first of a new line of propellers built for freight and passage. The trip to the Lightship (25 miles) and return, occupied five hours, showing an average speed of ten knots. The vessel was easy, pierced, filled with powerful engines, which consume eight tons of coal in twenty-four hours, and it is calculated that the trip to Charleston may be made in sixty hours. The Atlanta is 185 feet on deck, 25 feet beam, and 19 feet hold, with a screw pitch of 20 feet; engines built by Delamater and built by Westervelt. The engines are arranged upon a new model, similar to those of the Osprey, by Mr. Baker. Propellers, it is considered, will come into use for freighting purposes in place of paddle-wheel steamers; so this is virtually the inauguration of a new enterprise.

Large Arrival of Artists.—The steamship Asia, at this port yesterday brought several artists whose presence in England to occasion much excitement in the World of Aristocratic Pursuits. Foremost stands Mr. Charles Mathews, who made his first and farewell appearance on one day. It is not yet decided, we believe, where Mr. Mathews will make his first appearance.

Mr. Hale Harrison also came on the Asia, accompanied by Miss Keach, a prima donna. Signor Ravelli, said a Italian lounger of twenty-five inches and gentleness. Signor Montani, a tenor of reputation, engaged by Mr. Maretzek, is also in town.

A Hospital Patient Stabbed by a Crazy Sailor.—Yesterday afternoon, John Mead, a seaman, late of the steamship *Arago*, who had been in the Hospital for a few days, undergoing treatment for delirium tremens, recently procured a carving knife used by one of the nurses to cut bread, and made an attack upon the nurse in charge, then on a sailor who was in the same ward, and finally on a young man who lay asleep on his bed, and whom it is feared is fatally injured.

Mead became quieted in a moment, and, at the command of the sailor he had tried to assault, threw the knife down. On being questioned by the same sailor as to why he had made the attack, he said "he had come to the Hospital to kill somebody, and now that he had done so he was satisfied."

The surgeons in attendance proceeded immediately to dress Mr. Wagman's wounds, and found them so dangerous that they had but little hope of his recovery. Mead was sent to the Tombs and committed.

☞ Troop K, Third Regiment, held a meeting on Wednesday evening for the purpose of electing a Captain—Captain N. Henry having resigned, after having honorably held the office for the last six years. Lieutenant S. Wise was duly elected Captain, which office he accepted; and afterwards toasts, speeches and champagne were the order of the evening.

SUPREME COURT—Special Term—Sept. 2.
Before Judge Davies.

THE EXTENSION OF THE BOWERY.

Daniel Berrian, Jr., vs. The Mayor, &c., of New-York and Charles Devlin.—The plaintiff in this action is a tax-payer in the Fourth Ward, and owner of the premises No. 257 Pearl-street. He complains in substance that the work of extending the Bowery was illegally and improperly carried on, as follows: That the Street Commissioner failed to give notice required by law before commencing the work of excavation, and that the Common Council did not obtain the consent of the owners of two-thirds of the land affected by the extension of the street, but that on the contrary the largest number of them were always opposed to the alteration of the grade which was necessarily altered by such extension; that the Street Commissioner was never authorized by the Common Council to put the work out under contract. In addition to this he, the plaintiff, asserts that the contract for doing the work was given to John Meehan, acting for Devlin, notwithstanding there were several other bidders for the contract, offering to do the work at a much less price than Meehan had offered to do it for. Additional fraud is charged by the plaintiff, who alleges that since the death of Joseph S Taylor, Meehan's contract has been altered by the insertion of figures into it so as to increase the amount payable under it; that Mr. Devlin presented a report to the Common Council, purporting to be a petition for the change in the grade of the streets intersecting Pearl-street, signed by two-thirds of the abutters; whereas it was not signed by more than one property owners, but by boys and persons not responsible; that Charles Turner, while acting as Street Commissioner, granted a fraudulent certificate for the purpose of assisting Devlin in obtaining pay as to certain prices for work which had not been done, and in consequence of all these the abutters have been assessed to an exorbitant amount, ($26,000,) and the payment of which, it is alleged, the Corporation intended to enforce. The plaintiff, in behalf of himself and others, owners of property liable to assessment for said improvement, pray that the Corporation may be restrained from paying to Devlin, and that Devlin may be enjoined from receiving the amount claimed by him or any part of it; and that the said defendants—the Mayor, Aldermen and Commonalty of said City—be perpetually enjoined and restrained from levying, confirming, or attempting to levy or confirm any assessment for and on account of said work of regulating and grading the Bowery, or the streets intersecting the same; and that this plaintiff may have such further or other relief in the premises as to this Court may seem meet and proper; and that the said defendants may be adjudged to pay the costs of this action.

Judge Davies granted the injunction as prayed for in the complaint.

[Advertisement.]
Gas for the Country.
Gas apparatus after the patent of the
Maryland Portable Gas Company.
C. R. Woodworth & Co.
Are now offering for sale
A most complete, cheap staple
And efficient gas machine,
Adapted in all respects to the wants of
Private dwellings, public and private schools,
Churches, colleges, factories, foundries,
Hotels, watering places, &c., &c.,
As well as towns and villages.
Details will be furnished
By applying in person or by letter,
To the office of the Company,
Where a machine can be seen
In operation,
And descriptive pamphlets obtained,
C. R. Woodworth & Co.,
No. 74 Wall-street, New-York.
Responsible agents wanted for the Eastern States.

[Advertisement.]
☞ Rates at which notes on the following Banks are taken at Evans' Clothing Warehouse, Nos. 66 and 68 Fulton-street, between Gold and Cliff streets:
Mechanics' Banking Association, New-York—Par.
Hollister Bank, Buffalo, N. Y.—Par.
Chemung County Bank, N. Y.—Par.
Rochester Harbor Bank, Buffalo, N. Y.—90c. on a dollar.
Bergen County Bank, New Jersey—90c. on a dollar.
South Royalton, Vermont—75c. on a dollar.
Rhode Island Central, R. I.—90c. on a dollar.
Warren County Bank, Penn.—60c. on a dollar.
Farmer's Bank, Wickford, R. I.—80c. on a dollar.
Tiverton Bank, R. I.—95c. on a dollar.

[Advertisement.]
Purdy's National Theatre.—This popular Theatre continues to grow in favor. Night after night it is crowded and all appear gratified. A greater variety of entertainments are to be found here than at any other place. The pieces are well placed upon the stage and performed by a good company,—at present *the best that has ever appeared here*, and the memorialists of any in New-York. Mr. C. J. Foster, a young Western tragedian, has made a decided hit, and will be an immense favorite. Tonight no less than four pieces, viz.: "Idiot Witness," the new pantomime of the "Magic Hands," " Et Hyder" and "Irish Tutor;" dancing, singing and posturing.

[Advertisement.]
"Fredrick's Temple of Art."—Nos. 585 and 587 Broadway, opposite Metropolitan Hotel.
Hallotypes superior to any made in this City.
Photographs, in Oil, Pastel and Aquarelle, by Frederick's corps of Parisian artists.
Photographs in India Ink, Parisian style.
Daguerreotypes and Ambrotypes in colors.
Gallery open from 8 A. M. to 10 P. M., and free to the inspection of the public.

[Advertisement.]
"Fontaine's Cream of Wild Flowers" is the most exquisite of toilet luxuries. Its rich medicated lather penetrates the skin, and at the same time that it removes all roughness, eruptions and imperfections, adds fresh beauty to the fairest face. For Washing Infants, mothers will find it admirable. F. S. Fontaine & Co., No. 205 Broadway, and No. 6 Astor House, New-York. Sold by all druggists.

[Advertisement.]
☞ Persons who wish the genuine Lea & Perrins' Worcestershire Sauce, will please ask or write particularly for "Lea & Perrins' Worcestershire Sauce," as the omission of Lea & Perrin's name gives unscrupulous dealers the opportunity of supplying a spurious sauce. John Duncan & Sons,
No. 405 Broadway, Sole Agents in United States.

[Advertisement.]
To Mechanics.—If you know just what you were capable of doing, you might improve your condition, or the condition of those about you, by some new invention. We know not what we can do till we learn our capacities. Call on Prof. Fowler, at No. 308 Broadway, and have your head examined.

[Advertisement.]
☞ Holloway's Ointment should be at hand for instant use in every family, as it promptly relieves the pain and throbbing of cuts and bruises, subdues the inflammation consequent upon fractures and dislocations, and is a safe and infallible application for sores and eruptions.

[Advertisement.]
Bankbooks.—The subscriber is now purchasing uncurrent funds at his former rates: Eastern, Jersey and Philadelphia at ¼; New-York State and Baltimore, ⅜; Western, Southern and Canada proportionately low. Geo. Peyton, Exchange Broker,
No. 418 Broadway, corner Canal-street.

[Advertisement.]
Murray & Lanman's Florida Water.—Freshness, delicacy, permanency and extraordinary beautifying properties, whereused as a wash, are the conceded merits of this famous toilet water. Sold by D. T. Lanman & Co., Wholesale Druggists, No. 69 Water-street, and by all druggists, at 50 cents per bottle.

[Advertisement.]
Herring's Patent Champion Fire-Proof Safes.—Nos. 125, 127 and 129 Water-street, and No. 251 Broadway, corner Murray-street, New-York.

LONG ISLAND.

Assessment Extraordinary.—BROOKLYN.—The annual meeting of the Assessed Taxes will be held on Wednesday, the 9th inst., at 6 o'clock P. M., to elect delegates to the Assembly District Conventions, which will be held on Friday, the 11th inst., at 8 o'clock P. M., in the following places:

First District—Metropolitan Hotel, corner of Myrtle and Sackwick avenues.
Second District—Corner Sackett and Court streets.
Third District—No. 343 Fulton street.
Fourth District—State Hotel, Fulton-street.
Fifth District—Granada Hall, Myrtle-avenue.
Sixth District—Columbia Hall, Grand street.
Seventh District—No. 44 Morton-street.

In the Wards and towns where no place is designated the local Committee is authorized to indicate a proper place.

Three Conventions elect delegates to the American State Convention, to be held at Syracuse on the 15th inst.

Fatal Accident.—A boy, 14 years of age, named John McGarrat, employed in Peter Cooper's glue factory, on the Maspeth Plankroad, fell from the third-story floor through the hatchway to the ground floor, receiving such injuries that he died within a few hours, at the residence of his parents—recently arrived immigrants—at Green Point, Brooklyn. Coroner Sybell will investigate the case to-day. It seems the boys in this establishment are required to wear heavy shoes, with long nails, and the floor being covered with bagging, the feet of the deceased got caught, and he was precipitated head foremost down the hatchway.

The Fifteenth Ward Vacancy.—The Democrats in the Fifteenth Ward of Brooklyn have nominated Ex Alderman Ramm as a candidate to fill the vacancy in the Board of Aldermen. Mr. Ramm received 167 votes, and his opponents, Andrew Cummings, 36. The Germans of the Ward have nominated for the same office, Alois Dreaer, and the Americans and Republicans are about agreeing upon Mr. Wm. H. Snowe as a candidate. The election will be held on the 15th.

KINGS COUNTY COURT OF SESSIONS.

Before Hon. E. D. Moore, County Judge, and Justices Subservanbrugh and Rumsen.

This Court reassembled yesterday morning, and the Clerk proceeded to call the panel of petit jurors, but there not being the necessary number present to proceed to business, and the Court refusing to summon talesmen, the Court was adjourned till Tuesday next, and another panel of 60 ordered. Judge Moore stated that two panels of 60 each had already been summoned for the present term, but he had been unable to get a jury. He should not summon talesmen, and said that he had ascertained that the officers had only personally served ten summons out of the last panel, and warned them if they were again guilty of doing business so loosely, their names would be stricken from the Court-roll.

BROOKLYN CITY COURT.

The September Term of the City Court will commence Monday, the 7th inst., at which time the Court will be organized and the Calendar adjourned one week, to the 14th inst., when the first twenty jury causes will be upon the Day Calendar.

The 4th inst. will be the last day for filing notes of issue.

Equity causes and enumerated motions must be regularly noticed for first Monday, and will then be set down for hearing on the fourth Monday—taking precedence, but with liberty to submit on written points prior to that time.

Special Term for the hearing of non-enumerated motions, will be held, on the Saturday of each week in Term.

A Calendar will be made, for which notes of motion should be handed to the Clerk prior to the opening of the Court on such days.

Saturday, Sept. 5, motions will be heard and decisions rendered thereon in Term.

Brooklyn, Sep'tember, 1857.

SAMUEL L. HARRIS, Clerk.

The Encampment at Poughkeepsie.—Colonel Pratt was the Field Officer yesterday. The Brigade was reviewed in the afternoon by Brigadier General Wright, of New-Jersey. The General was received at 3 o'clock, according to the military form. The City Blues, from Paterson, N. J., appeared yesterday on the ground. They number 59 muskets, and are commanded by Capt. Griffiths.

The *Santa Claus* and the *R. L. Stevens* will arrive this morning with 1,200 firemen. The *South American* is also expected from Hudson. It is also supposed that large companies will arrive from this City, Albany and Troy, by the steamers *Armenia* and *Isaac Young*.

The Washington Continentals from Newburg, Captain Isaac Woon, Jr., will arrive this morning by the express train. They are accompanied by the Newburg Brass Band.

The Jefferson Dragoons of Rondout, Capt. White, arrived at the Camp yesterday. They are to act as escort to Gov. King and staff to-day. The exercises commence at ¼ past 9 o'clock.

COMMERCIAL AFFAIRS.

Sales at the Stock Exchange, Sept. 3.

$2,000	Indiana St. Is...	75¾	7	Sixth av. R. R.	87½
10,000	do.	77	200	M. S. & N. Ia. R.	23½
2,000	Indiana St. 5's	80	100	do.	b10 23
4,000	Virginia 6s	87¾	200	do.	s2 23½
3,000	do.	88	100	do.	b3 23
1,000	do.	87½		M. S. & N. I. pref.	
1,000	Missouri State 6's	85	100	do.	23½
5,000	do.	74	5	do.	23¾
1,000	N. Y. Cent. R.	86	50	Panama R. R.	92
5,000	Bud. Riv. R. Cn.	80	50	do.	91½
2,000	Hud. R. R. 1st m.	97	100	do.	s3 93
24,000	Ill. Cent. R. Bs.	87	150	Ill. Cen. R. R.	s3 104
2,000	T. B. & A. 2d Mge	44¾	50	do.	s60 104
1,000	do.	46½	5	do.	s30 104
7,000	do.	45	300	Clev. & Pitts. R. R.	18¾
1,000	La C. & M. L. G.	55	23	do.	18¾
41	Mechanics Bank	110	240	do.	19
10	Bank of America	105	50	do.	19¼
25	Merch. Exch. Bank	102	200	do.	s3 19¾
23	American Ex. Bk.	93	37	C. Col. & Ind. R. R.	92
97	Bank of Commerce	100	148	Ga. & Chi. R. R.	21
47	Importers Bank	107	100	do.	s30 21¼
21	Park Bank	96	60	do.	21¾
45	Del. & Hud. C. Co.	109	300	Clev. & Tol. R. R.	40
100	Penn. Coal Co.	73¾	200	do.	s3 40
100	Canton Co.	17	50	do.	s3 40¾
200	Cum. Coal Co.	3	200	do.	b60 41
100	do.	13¾	50	do.	b5 40¾
200	do.	13¾	300	do.	s30 40
240	N. Y. C. R. R.	94	100	do.	40
200	do.	b5 wk 76¾	100	do.	s30 40¾
100	do.	77	150	Chi. & M. L. R.	23½
400	do.	s10 76	300	Mil. & Miss. R. R.	s30 35
200	do.	76	50	do.	35
200	do.	s5 76	50	do.	35
100	do.	76¾		La C. & Mil. R. R.	
40	do.	s15 76¾	35	do.	b60 91
200	do.	b30 76	50	do.	b30 91
640	Erie Railroad	s3 25½	35	do.	s30 19
40	do.	s3 25¾	70	do.	19
50	do.	b60 24	100	do.	19
10	do.	25	100	do.	19¼
100	do.	25¼	50	do.	s30 19
100	Hud. R. R.	8	300	Hudson River R. R.	13¾
10	Third Av. R.	83	150	Reading R.	s3 84
8	do.	85	200	do.	b5 85
30	Mich Cen. R.	66	1900	do.	b10 85
50	do.	s3 65	400	do.	s3 84½
5	do.	65¾	200	do.	b60 86

BETWEEN BOARDS.

After the adjournment of the Board the following sales of stocks and bonds were made at auction by Albert H. Nicolay:

$75,000 Ch. and Miss. R. R. 2d m., int. added.....103½
5,000 Cincinnati 6 ₱ cent. of 1858, int. at 7 1¾ ₱ ₱ 72
10,000 Gal. and Ch. R. R. 1st m. 7s, int. ad...90@90¼
20,000 Ball. and Illinois town R. R. 1st m., int. ad. 87½
16,000 Mil. and Beloit R. R. 1st m., int. added.....60
18,000 Ch. 6 ₱ cent. W. Bs. of 1880, int. ad. 71¾@71¾
5,000 Ohio State 6 ₱ cent. 5s. of 1856, int ad.....98
20,000 Det. Mon. and Tol. R. R., int. added.....65¾
1,000 Lexington City, Ky., 6s, int. added.....69¼
6,000 Mich. Southern R. R. 7s, int. added. 81¼@81¾
10,000 Cin., R. and D. R. R. 2d m., int. ad. .64@64¾
500 At. Mutual Ins. Scrip of 1856.....79¾
80 Union Mutual Ins. Scrip of 1853.....80
1,000 Commercial Mutual Ins. Scrip of 1853.....84
500 shares Bat. and S. ste I. R. R. Co.....99¼@100
150 shares Firemen's Insurance Co.....141½@142¾
100 shares Peninsular Ins. Co.....110@110¾
25 shares Excelsior Fire Ins. Co.....111¾
30 shares Broadway Bank.....123
10 shares Farmers' and Citizens' Bank of L. I.. 13
45 shares Chatham Bank.....75
90 shares Brooklyn City Gas Light Co...120¼@120

After the adjournment of the Board the following sales of stocks and bonds were made at auction by Adrian H. Muller:

$3,500 Illinois Central R. R. 7s, int. added..... 83½
740 Great Western Ins. Scrip of 1857..... 40
20 shares Clinton Fire Ins. Co.....100¼

SECOND BOARD.

$11,000	Virginia 6s	83¾	100 Cumb. Coal Co.
1,000	Mo. 6s	78	50 do.
2,500	N. Y. Cent. R. 6s	88½	10 Hud. R. R'd
2,000	do.	84	200 Reading R'd
500	Erie Railroad	24	200 do.
200	do.	24½	300 do.
100	do.	24¾	50 Ill. Cent. Rd.
100	do.	b60 25	200 Clev. & Pitts. R.
100	do.	s5 24	100 Clev. & Tol. R.
15	Third Av. R.	78¾	400 do.
10	N. Y. C. R. R.	94	100 do.
60	do.	76	100 do.
200	do.	b10 wk 76	5 Gal. & Chi. R'd
100	do.	77	18 Chi. & Rk. Is. &
200	do.	s5 76	30 La Cr. & Mil. R.
200	do.	b5 76	25 do.
200	do.	76¼	25 do.
100	do.	76¾	25 do.

Thursday, Sept. 3—P. M.

Continued improvement is the order in Wall-Street. It is particularly felt on the Stock Exchange sales to-day, which show the following advance from the lowest point of the week:

	From	To		From	To
New-York Central R.	76¾	78¾	Erie	24½	25¾
Reading	81	85¾	La Crosse	16	17½
Illinois Central	82	84¾	Pittsburg	72	73½
Bonds	86	87¾	Galena	76	78¾
Rock Island	76	78	Milwaukie	46	47
Mich. Southern	42	43	Missouri 6s	87	88
Mich. Central	62	64	Virginia	87	88¾
Mich. Southern Scrip	34	35¾			

There was much eagerness evinced to purchase for cash, as well as on large's option, at the early Board, and the decline [illegible] the afternoon, though some disposition was shown to realize on some few descriptions, which had advanced most rapidly. At 2:30 Illinois was bid for Illinois Central, and even 110 paid for a small parcel, an equivalent to only day before yesterday. At the Second Board it was done at 104 ₱ cent. There was a liberal demand for the Construction Bonds at 87¾ ₱ cent. New-York Central and Erie were strong through the day, the dealings principally for cash, or on a few days' option. Missouri State Sixes rose 8 ₱ cent. from the forced sales of Tuesday. Some Indiana Fives were done at 71 ₱ cent., and the 2½ ₱ cents. at 50. City Bank shares are not offered in considerable parcels, and the bidding is rather better. Metropolitan went up to 99¼ ₱ cent. The general market left off steady, the belief obtaining to some extent that the pressure of last week and the panic of Tuesday are drawing Gold to the City from all quarters, to an extent which must soon reverse the tone of confidence and supply of money among both Banks and private lenders. The California Gold of Aug. 5 being here at last, affords much satisfaction. At the same time we know of very considerable drafts on the Sub-Treasury as well from New-Orleans, (advised by telegraph,) as from San Francisco. The receipts of Gold by Express this week from the neighboring cities are fully half a million. The amount drawn to Buffalo by the Bank Tax in that city is stated at $150,000. It is also rumored that Hostons will send forward a large amount of American Gold, the rumor being founded on some insurances taken out in this City to cover such shipments. As the case stands to-night, the Banks probably close on $12,000,000, as against $9,241,000 on the average of Monday.

The Money transactions of the day, through Bank and on the Street, were conducted with a more comfortable measure of ease than for a week past. Lender and borrower came together with more facility, and there is less distress among the private banking houses in employing their balances on demand loan. The market, however, is active, and the rates on paper still unsettled. The range of discounts, outside of bank, take the wide difference of 12@24 ₱ cent. The demand for paper runs on the undoubted indorsed signatures at about 12 @15 ₱ cent. Exchange continues unsettled, and not much doing. There are no heavy failures today. The Island City Bank (not in the Clearing House) has been rapidly liquidating its circulation since the pressure set in. To-day the concern stopped payment, but the notes being secured at Albany, will be cared for by the other banks. The event creates neither surprise nor much concern. The business at the Clearing House is free from any mismanagement, so far as we are advised. The Sub-Treasury continues to transfer coin to the Banks. To-day the payments were $160,027 in excess of the receipts. The balance is reduced to $12,008,599 as against $12,441,000 on the opening of the week. The payments to-day include $48,000 on California account.

Since last advices, the following amount of specie has been transported over the Panama Railroad, for English account:

Gold	$906,660 83
Silver	1,229,130 31
Total	$2,135,191 13

The aggregate amount of treasure which crossed the Isthmus in July, was $5,020,103 27.

We understand that Mr. Roberts, of the United States Mail Steamship Company, has made a salvage claim upon the Underwriters and owners of the Gold on the steamer *Illinois*, for assistance rendered to the vessel while imperiled on the reef near Havana, by the steamer *Empire City*. Bonds were given to-day to abide the award of the Admiralty Court by the parties in interest, before the Gold was landed.

The Land sales of the Illinois Central Railroad Company for August (exclusive of town lots,) were 31,233–17 acres, for $446,654 68, at an average of $14 30 ₱ acre.

The French and English private mails, by the *Vanderbilt* and *Asia*, to the 22d of August, report an easier money market in Paris and London, and signs of increased activity in trade and manufactures. Discounts are the same at Bank, 5½ ₱ cent., but Capital is loaned on the Stock Exchange with much freedom, at 3½@4 ₱ cent. The sales of Cotton at Liverpool are immense for the advanced stage of the season, and 8½d. has been attained on Orleans middling descriptions. Our London correspondents, Messrs. Robert Benson & Co., write:

The value of Money has varied considerably during the week, and a wide difference has prevailed in the rates current for short loans and for discounts. This has been chiefly owing to a large sum paid to the agents of the Danish Government, on account of the redemption of the Sound Dues, having, with some other large amounts, been employed in our market. We cannot, however, look for more than temporary ease from this circumstance. The general appearance of the market, as indicated by the continued drain of Specie to the East, and the high rates current at some of the Continental cities, coupled with the uncertainty respecting the expenditures which may be necessary in India, afford little prospect of any immediate permanent relaxation. Short loans to Government Securities have been obtained as low as 3½ ₱ cent., and discounts have been done a shade under the Bank minimum of 5½ ₱ cent. In Consols, which we quoted last week at 90¾@¾ for Money, and 91@¼ for 9th September, there has been a large business, and prices continued to improve up to Wednesday last, when they reached 91¾@¾ for Money. They have since been weaker, and our quotations to-day are 90¾@¾ for Money, and 90¾@91 for the account. With the exception of Illinois Central Railroad 7 ₱ cent. Construction Bonds, which have changed hands in large amounts at 89¾@90, there has been very little business in American Securities. The other transactions have comprised Illinois Central Freeland Bonds at 103½ ex coupon, and 62 ex coupon and options. Pennsylvania First Mortgage, at 87; and New-York Central 6 ₱ cent. at 90.

Statement of Deposits and Coinage at the Mint of the United States, Philadelphia, During the Month of August, 1857:

GOLD BULLION DEPOSITED.

	Value.
From California	$122,612 50
Other sources	14 745 50
Total Gold deposits	$137,358 00

SILVER BULLION DEPOSITED.

Including Silver purchases	$159,165 99
Spanish and Mexican fractions of a dollar received for exchange for new cents	14,610 00
Total Silver	$173,775 99
Copper cents (U. S.) received for exchange for new cents	2,500 00
Total deposits	$313,633 99

COINAGE EXECUTED.

Gold.

Denomination.	No. of Pieces.	Value.
Double Eagles	6,854	$137,080
Three Dollars	11,050	33,150
Dollars	127,053	127,053
Total	145,957	$297,283

Silver.

Quarter-Dollars	580,000	$145,000
Half Dimes	1,500,000	75,000
Three Cent Pieces	265,000	7,950
Total	2,345,000	$227,950

Copper.

Cents	1,000,000	$10,000

RECAPITULATION.

Gold Coinage	145,957	$297,283
Silver Coinage	2,345,000	227,950
Copper Coinage	1,000,000	10,000
Total No. of pieces	4,490,957	$544,233

Mint of the United States, Aug. 31, 1857.

Failures in the Country.

From the Independent, Sept. 3.

The following are the reported failures, assignments, &c., for the week:

Crawford & Danforth, Concord, N. H., suspended.
Jefferson Reynolds, Mount Eaton, N. H., failed.
Benjamin A. Smith, Boston, Mass., suspended.
Mechanics' Banking Association, New-York City, suspended.
Hoke & Co., "Rankers," New-York City, suspended.
Atwood & Co., "Bankers," New-York City, suspended.
J. M. Preston, "Banker," New-York City, suspended; has failed to pay $100,000.
Hamilton Bank, Buffalo, N. Y., suspended; will undoubtedly resume.
Adams & Co., "Bankers," New-York City, suspended; have a large surplus, and will probably soon resume.
Williams, Stevens & Williams, New-York City, failed.
James & J. G. Scott, "Founders," New-York City, suspended; liabilities large—only forty cents realized.
John Thompson, "Banker," New-York City, believed suspended; has refused to Pass Assets.
Thompson's Bank in Rio Grande, Texas, reported suspended; has refused to Pass Assets.
Goldsmith & Gutmann, "Clothiers," New-York City, suspended; liabilities said about $100,000.
Chambers & Hasner, New-York City, failed and assigned.
Henry Anthon, "Clothier," New-York City, failed.
Louis Westermann, "Furs," New-York City, failed.
John Allen, New-York City, failed.
J. L. Wood, Williamsburg, N. Y., failed.
John W. Boden, "Broker," Troy, N. Y., suspended.
Reciprocity Bank Buffalo, N. Y., suspended temporarily.
Hollister Bank, Buffalo, N. Y., suspended.
Swarts Iron Works, Buffalo, N. Y., assigned.
Wm. Flanagan, Buffalo, N. Y., failed.
John C Crosby, Buffalo, N. Y., assigned.
Drury & Russell, Delphi, N. Y., failed.
W. & H. Dodman, Salina, N. Y., failed.
W. I. Cuyler, Cuylerville, N. Y., suspended; liabilities said about $60,000.
Stephen Childs, New Hartford, N. Y., assigned.
Harvey Patton, ——, Essex County, N. Y., assigned.
Reeves, Roseland & Co., "Locomotives," Jersey City, N. J., suspended.
Ralph Lee, Gunsboro, N. J., failed.
Sloan & Griffin, Hightstown, N. J., failed.
Clark & Co., Tremont, Penn., failed.
Flotan & Lehman, "Fancy Goods," Baltimore, Md., failed.
S. Wallack, Baltimore, Md., assigned.
Timerson & Ely, Lexterville, Ky., assigned.
H. Harmon, Marion, Ohio, assigned.
Robert & Moffat, Cincinnati, Ohio, assigned.
Cooper Bros, Dayton, Ohio, failed.
E. T. & E. Langley, Gallipolis, Ohio, reported some time since as suspended and assigned, have obtained an extension from all their creditors and resume business with good prospects. Success to them.
Wm. Ward Easton, Chicago, Ill., suspended.
Adams & Sherlock, New-Bedford, Ill., failed and assigned.
J. R. Smith, Urbana, Ill., "sold out."
James L. Lyell, banker, Detroit, Mich., suspended.
Burns & Wheeler, Saginaw City, Mich., failed.
Reibenbalde & Son, Muscatine, Iowa, failed.
W. A. Jenkins, Winterset, Iowa, sold out.
Pete Beard, Brooksville, Iowa, failed.
Reid, Shields & Co., Hastack, Iowa, sold out.
John E. Ralls, Lafayette, Ind., assigned.
Lamberton, Doolittle, Warner, Wis., assigned.

Markets, Commercial Reports for N. Y. Daily Times.
New-York, Thursday, Sept. 3, 1857—6 P. M.

ASHES—Inactive and limited. Pearls at $7 25@ $7 31½; Pots, $7 37½@$7 43¾ ₱ 100 lbs.

COFFEE—Dull and heavy, displaying a downward tendency. Java, 10¾c. @11c.; Laguayra, 10